

THE ILLUSTRATED LONDON NEWS

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HONOURING THE CIVIC HEAD OF "THE CENTRAL AND CONTROLLING POWER" OF LANCASHIRE INDUSTRIES:
THE KING KNIGHTING THE LORD MAYOR OF MANCHESTER.

Their Majesties visited Manchester on Monday, July 14, the last day of their Lancashire tour. They drove from London Road Station to Albert Square, and on a decorated dais erected there in front of the Town Hall received addresses from the Corporation, the University, and the Chamber of Commerce. The Corporation

Address was read by the Lord Mayor, now Sir S. W. Royse. The King, in his reply, referred to Manchester as containing "the central and controlling power" of the great industries of Lancashire. At the close of the proceedings, his Majesty borrowed a sword from an Equerry, and bestowed the accolade of knighthood upon the Lord Mayor.

PHOTOGRAPH BY NEWSPAPER ILLUSTRATIONS.

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TITLEPAGE AND INDEX.

The Titlepage and Index to Engravings of Volume One Hundred and Forty—Two (from January 4 to June 28, 1913) of THE ILLUSTRATED LONDON NEWS can be had, gratis, through any Newsgent, or direct from the Publishing Office, 172, Strand, London, W.C.

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CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

J PAUL TAYLOR (Elan Valley, Rhylader).—We think you had better send a fresh diagram with the suggested amendment, if the speckled beauties will permit sufficient time.

H M PRIBHAUX (Plymouth).—Thanks for letter of appreciation. Your amended problem shall have early attention.

E J WINTER-WOOD (Paignton).—We expect the fortress has been stormed by now; it has no very formidable defences.

D LUMSDEN (Las Palmas).—Your problem would have been all right fifty years ago, but to-day it is too old-fashioned.

H F DEAKIN (Fulwood).—Your problem is not quite up to publication standard. For a key you bring a powerful piece standing uselessly in a corner into a position where it cuts off an escape of Black King; a very weak problem move.

E POLGLASE (Bristol).—To hand, with thanks.

CORRECT SOLUTION OF PROBLEM No. 3601 received from C A M (Penang) of No. 3603 from D Lumsden (Las Palmas); of No. 3605 from J B Camara (Madrid); and J Verrall (Redmill); of No. 3606 from D Price, A Perry (Dublin), G J Hudd, and A Kenworthy.

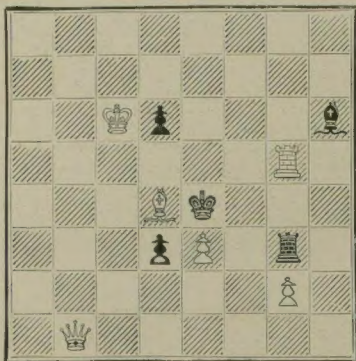
CORRECT SOLUTIONS OF PROBLEM No. 3607 received from H Maxwell Pridaues (Plymouth), H Grasset Baldwin (Norwich), A Kenworthy (Hastings), J Willcock (Shrewsbury), Mark Dawson (Horsforth), J Fowler, J Green (Boulogne), H S Brandreth (Weybridge), W H Taylor (Westcliff-on-Sea), K Womersley (Canterbury), E J Lonsdale (New Brighton), James Gamble (Craigavon), A W Hamilton-Gell (Carlton Place), F Smart, G Lewthwaite (Grimsby), D Price, Captain Challice (Great Yarmouth), and J C Stackhouse (Torquay).

SOLUTION OF PROBLEM No. 3606.—By G. STILLINGFLEET JOHNSON.

WHITE. BLACK.
1. Kt to Kt 4th. 1. Any move.
2. Mates accordingly.

PROBLEM No. 3609.—By W. GREENWOOD.

BLACK.



WHITE.

White to play, and mate in two moves.

CHESS IN LONDON.

Game played in the Championship Tournament of the City of London Chess Club, between Messrs. W. WARD and G. A. THOMAS.

(Queen's Pawn Game.)

WHITE (Mr. W.)	BLACK (Mr. T.)	WHITE (Mr. W.)	BLACK (Mr. T.)
1. P to Q 4th	P to Q 4th	11. Kt to K 4th	Kt to K 2nd
2. P to K 3rd	P to Q 4th	12. P to K 4th	Kt to K 4th
3. Kt to K B 3rd	P to K 3rd	13. R to R 3rd	B to K 3rd
4. P to Q 4th	Kt to Q B 3rd	14. P to Q R 4th	B to Q 2nd
5. B to Kt 2nd	Kt to Q B 3rd	15. P to Kt 6th	P to Q R 3rd
6. Q Kt to Q and	B to Q 3rd	16. Q to Q sq	Q to K 2nd
7. Kt to K B 4th	Castles	17. Q to K 2nd	Q R to K sq
8. P to K B 4th	Q to K 2nd	18. B to B 3rd	H to B 3rd
9. P to Q R 3rd		19. P to Kt 4th	Q to K 3rd
		20. Kt to K 3rd	Kt to R 3rd
		21. R takes R	P takes R
		22. Q takes K	
		23. Kt takes K	
		24. Kt takes K	
		25. R to K Kt sq	Q to K 4th
		26. B to Q 2nd	R to K B sq
		27. B to R 6th	R to B and
		28. P to R 6th	B takes P
		29. R to Kt 4th	Q to R 4th
		30. Q to Kt 3rd	Q takes R

There is scarcely need of this precaution. If P to B 3rd, then B takes P (ch), followed by P to R 5th, gives White a strong attack.
If P to B 3rd, then B takes P (ch), followed by P to R 5th, gives White a strong attack.
A mistake which loses. Black has parried the attack very cleverly, but Q takes R, at any rate, secures a draw.
White resigns.

This advance on the Queen's wing, where White's superior material strength may make

The City of London Chess Club has issued its sixtieth annual report, and to all appearance it is the best of the series as regards membership and financial strength. As a set-off, however, it has to deplore the loss by death of such prominent members as E. N. Frankenstein and C. J. Woon, together with other useful supporters; an unusually heavy list in a single year.

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PARLIAMENT.

THE House of Lords is now taking up the legislative programme, and exercising the power left to it under the Parliament Act. On Monday, the day that the last of the Parliament Act measures left the House of Commons, the Peers began their review with the Home Rule Bill. Instead of meeting it with a direct negative, the Marquess of Lansdowne moved an amendment declining to proceed with its consideration until it had been submitted to the judgment of the country. As leader of the Unionist majority in the House of Lords, he stated clearly that "if the country wants this Bill we are ready to let them have it," and he also emphasised the fact that the promise of support by the Unionist Party to the resistance of Ulster was in "the present circumstances." In the presence of a large attendance of Peers on the Opposition benches, and of many Peers in the side galleries, the amendment produced an able and interesting debate. Independent and conciliatory views were expressed by a few noble Lords; but the debate, so far as the Party spokesmen were concerned, was uncompromising, the Unionists maintaining their full hostility to Home Rule, and the Government treating the amendment as a challenge against the Parliament Act and a fresh assertion of the "pretensions" of the majority of the House of Lords to decide the fate of Liberal measures. This was the attitude taken by the Marquess of Crewe at the outset, and it was maintained to the end. An impressive appeal by Lord Loreburn to the Opposition leaders to disclose their own ideas, and an eloquent speech by Lord Curzon warning the Government of the collision which would be produced by their treatment of Ulster, were equally without immediate effect, and the division on Tuesday evening resulted in a Unionist majority of 238. At the final stage of the Plural Voting Bill—which was carried by a majority of only 71—in the House of Commons, the Prime Minister expressed the hope that a redistribution of seats might be undertaken not only at a very early date, but with something approaching general consent; and he announced on Tuesday that it was his intention to place before the House next Session the Government proposals for a new Second Chamber.

OUR RUSSIAN SUPPLEMENT.

AT the present time everything Russian has an interest and attractiveness of its own for people, whatever their predilections. We have recently seen the marvellous success in London of Russian Opera and the Russian Ballet, of Chaliapine and of Pavlova, which, too, has incidentally turned every eye to the wonderful country of their origin. That is the predominant feature of this week's *Illustrated London News*, in which we have presented to our readers at one telling *coup d'œil*, as it were, a general view of the Russian Empire—that mighty realm of the Tsar which stretches half across the globe from the Baltic to Behring Straits. It is the second Russian Supplement that *The Illustrated London News* has published, the first having appeared with our Issue of May 25, 1912. The extraordinary number of thirty-six pages make up the present Supplement, containing also several unique illustrations, with letterpress and photographs, which will bring vividly before all every phase of life throughout the Empire of the Tsar. The commercial enterprise of Russia and the field it offers for British capital to find profitable employment will undoubtedly come as a surprise to nine out of ten people, and the facts and figures here set forth are given after expert investigation and on unimpeachable and official authority.

AT THE BOOKSELLERS'.

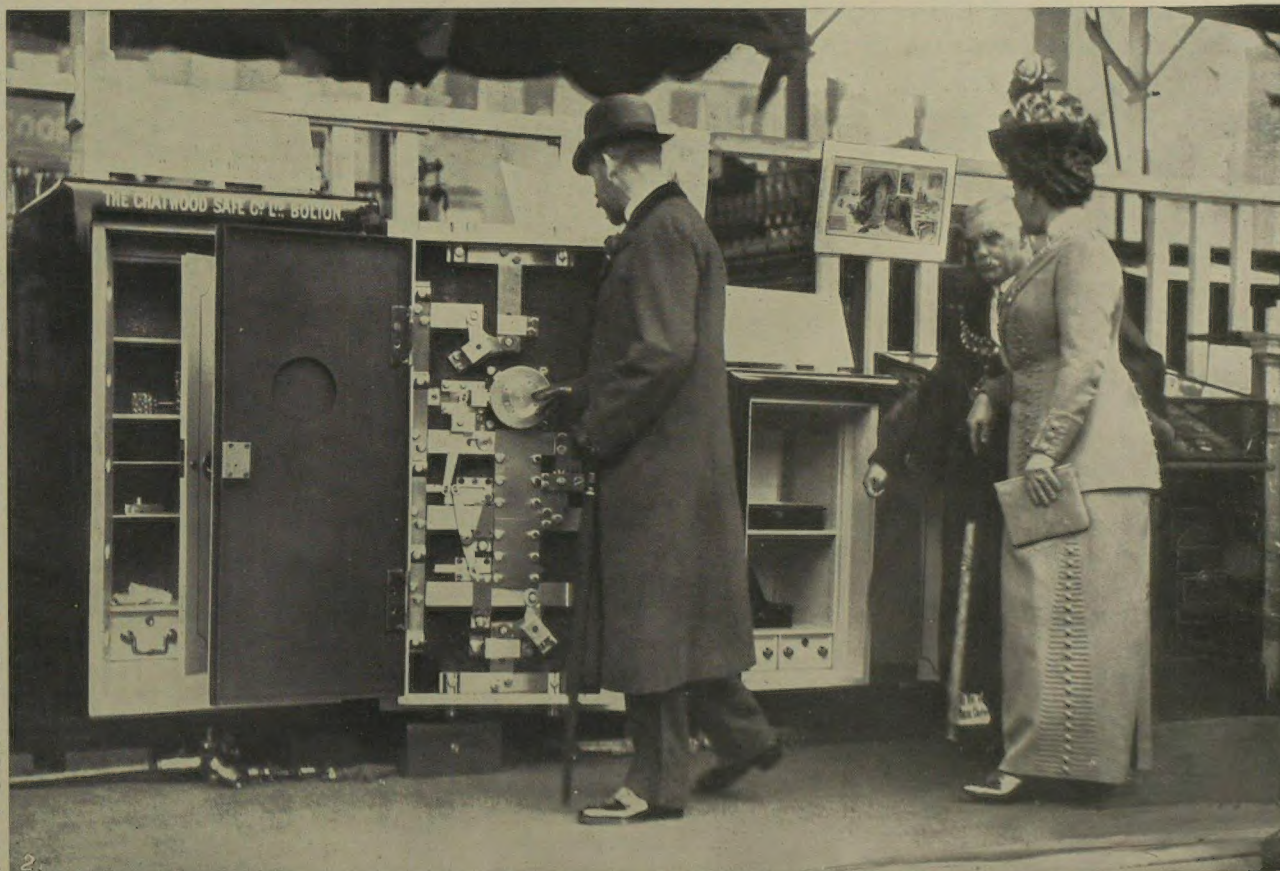
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OPENING A DOCK AND INSPECTING A SAFE: THE KING IN LANCASHIRE

PHOTOGRAPHS BY SPORT AND GENERAL AND ILLUS. BUREAU.



1. BREAKING THROUGH THE ONLY OBSTRUCTION THAT WAS PLACED IN HER WAY: THE "GALATEA" CUTTING THE RIBBONS ACROSS THE MOUTH OF THE NEW GLADSTONE DOCK AT LIVERPOOL.

While at Liverpool on July 11 the King opened the new Gladstone Dock. The "Galatea," the vessel conveying the royal party, steamed into the dock and cut through the three blue ribbons which had been stretched across its entrance. The vessel was then made fast to the dock-side, and a male choir of fifteen hundred voices sang Elgar's "Land of Hope and Glory," while the King listened, standing alone on the bridge. Thousands of spectators assembled on both sides of the dock. In the Exhibition of local industries at Bolton both the King and Queen were greatly interested in the Chatwood Safe Company's exhibit. In our photograph his Majesty is seen inspecting the bolt mechanism of a "Special Diamond" quality safe, made of "intersected" steel

2. THEIR MAJESTIES MUCH INTERESTED AT BOLTON: THE KING EXAMINING A CHATWOOD SAFE; AND THE QUEEN AN "ILLUSTRATED LONDON NEWS" ILLUSTRATION OF ONE THAT RESISTED BURGLARS.

three inches thick in the body and four inches thick in the door. The bolt mechanism is secured by two Chatwood "Invincible" double-bolt, double-bitted key-locks, the key-holes closed by revolving hardened steel-plugs, embedded in the door on the inside. These plugs are secured by a five-spindle combination letter-lock, which can be set by the owner to operate at any word of four letters he may choose. The King remarked: "Surely this is the latest and best thing in safes." The Queen is seen looking at an illustration from "The Illustrated London News" of February 1 last, showing how a Chatwood safe of "intersected" steel, which was attacked by burglars on Holborn Viaduct, successfully resisted their efforts, preserving its contents of £80,000 worth of pearls.



BY G. K. CHESTERTON.

I HAVE spent much of my life in studying the habits of the crank; in humble imitation of Thackeray when he studied the habits of the snob. By this time I believe I have an eye for a crank. And, before going any further, let me hasten to explain that a sincere and simple enthusiast is not a crank, however wild he may be, or however wrong he may be. Don Quixote was not a crank. Plimsoll was not a crank. Mr. George Lansbury is not a crank. If you said these men were simply mistaken, I should still retort that at least they were mistaken simply. But the crank is never simple. He could no more make a plain mistake than he could see a plain fact. I have never satisfied myself with any definition of him: but you all know him. Sometimes I have thought he might be defined thus: that he always talks on his one topic; and yet it is not his topic that tires us, but himself. Thus, he is often a vegetarian; but he cannot open his mouth without giving us the impression that the vegetables have disagreed with him. The hippopotamus is also a vegetarian; but the hippopotamus cannot open his mouth without giving pleasure to old and young. Hazlitt said that when he was in the country he liked to vegetate like the country. That, again, I have sometimes thought, might make the foundation of the definition of a crank. He is a vegetarian; he cannot rise so high as to be a vegetable. He carries into the country that very spirit of vigilance and punctilio which is the inmost and most evil spirit of the town.

Take another instance outside that of diet, vegetarian or other. Many cranks do not like boots. I do not like them myself. The simplest thing to do, if you do not like boots, is to take them off. In Scotland the children of all classes up to that of a colonel or a county magistrate habitually go about with bare feet, except on Sundays. But the Scotch, being a democratic people, are a sensible people; for there is no world that makes war on faddists as a democracy makes war on them. And while you will find very many middle-class children in Fife or the Lothians with bare feet, I think you will find very few middle-class children in sandals. The advantage of boots is that they keep your feet dry; and sandals don't. The disadvantage of boots is that they are a bother to put on; and so are sandals. That is another possible definition of the crank. He is the man who always manages (by an eternal crisis of self-consciousness) to combine all the disadvantages of everything. Another way in which I tried to define the crank was that he always begins at the wrong end. He never knows the right way to take hold of anything, as one takes hold of a cat by the scruff of the neck. He always tries to catch his cat by the tail; especially if it is a Manx cat. The thing he begins with is

always the thing that is last—and least. Thus, if he is talking about the ancient and awful bond between man and woman, he will talk about votes before he talks about vows. Thus, if he is talking about children, he will be genuinely interested in the children's schools; it will never so much as cross his mind that children, as a class, generally belong to families. If he is interested in Shakespeare, he will not be interested in Shakespeare's poetry; he

will be interested in the extraordinary question of who wrote it. If he is interested in one of the Gospels or in one of the Epistles, he will not be interested in what is written there; he will be interested in some bottomless bosh about when it was written. It was when I had got thus far in my speculations

something to it. Leave him for three minutes alone with a cow or a canary, and he has not enough energy to live the life of contemplation. He can never enjoy a discussion because he can never enjoy a doubt. He is unfit for all the arts and sciences and philosophies, which require a powerful patience or a noble indifference. He is unfit to be an agnostic. He is unfit to be an angler. I am not sure he might not shoot someone, out of sheer *ennui*, if he were a sentry.

Milton had in him, in so far as so great a man could have, a slight streak of the crank. And it was this that he rebuked in himself and in all his brother cranks in that phrase, that "they also serve who only stand and wait." That is another trade from which the real and genuine crank is cut off. He can never really be a Waiter.

Again, the crank is never really interested in his subject, because he takes too stiff and biased a view of it. He knows nothing of the romantic hesitations, the rich reactions that there are in a really interesting subject. He cannot love and hate a thing at the same time; which is the root of half the poetry of the world. For instance, I should firmly claim that I am interested in Jews. I have not, indeed, the faintest serious dislike of them; nor can I be said to be on their side. But they attract me, they puzzle me; I find myself forever fitting theories to them; I think they are a human triumph, a national danger, an intellectual inspiration, and a frightful nuisance. But the people who publish little pamphlets about the persecution of Jews in Russia are not interested in Jews at all. They are interested in certain imaginary good old men with patriarchal beards and ragged gaberdines who are made to wander about in the snow because they never did anyone any harm. All the interesting part of the Jewish problem, good as well as bad, is simply left out. Or again, the people who go in for regulating or reforming public-houses are not interested in public-houses in the least. They know very little of their tragic side, and nothing at all of their comic side. They want to alter something and to feel bright and bustling. That is what they mean when they say that their eyes are fixed on the future. They never by any chance look at what they are doing.

I saw that a Baconian the other day, writing about one of Shakespeare's mixed metaphors, justified it; and then added solemnly: "He never erred." Now, I assert emphatically that anyone who says that Shakespeare never erred must be utterly indifferent to Shakespeare, altogether indifferent—hopelessly indifferent, indeed. The remark is so utterly inappropriate to the whole atmosphere, the whole impersonal personality of the poet, that it might be taken as the type of that idolatrous solemnity which markedly separates the crank from the critic.



Photo. Lafayette.
NEW KNIGHT AND LORD
MAYOR OF LIVERPOOL: SIR
JOHN SUTHERLAND HARMOOD-
BANNER, M.P.

It was in the historic St. George's Hall of Liverpool that the widely popular Lord Mayor, Mr. John Sutherland Harwood-Banner, M.P. for the Everton Division of Liverpool, became Sir John. "When," we are told, "the King took a sword and tapped him on his shoulders as he knelt, a tremendous cheer went up."

He carries into the country and punctilio which is the inmost and most evil spirit of the town.



Photo. Pierre Laite.
THE FIRST LADY MUSICIAN TO WIN
THE GRAND PRIX DE ROME: Mlle.
LILY BOULANGER.

Mlle. Lily Boulanger has just achieved, at the age of nineteen, the distinction of being the first lady to win the Grand Prix de Rome for Music, and thus becomes for the ensuing year Pensionnaire of the Villa Médicis. She will find another lady there who gained the distinction in an allied field of art—Mlle. Heuvelmans, winner of the Grand Prix de Rome for Sculpture in 1911.

that I began to suspect that I had found the definition of a crank after all.

The true and horrid secret of the crank is this: that he is not interested in his subject. He is only interested in his object. He wants to do something, to alter something, to feel he has made a difference, to rediscover his own miserable existence. He does not

care for women, but for Votes for Women; he does not care for children, but for education; he does not care for animals, but for Antivivisection; he does not care for Nature, but for "open spaces." He does not care for anything unless he can do



Photo. Newspaper Illus.
NEW KNIGHT AND LORD MAYOR
OF MANCHESTER: SIR SAMUEL
WALTER ROYSE.

The Lord Mayor of Manchester, now Sir Samuel Walter Royse, was knighted by the King on the platform erected in front of the City Hall in Albert Square, in the presence of a vast crowd of cheering spectators, estimated at no fewer than thirty thousand. It was on the arrival of the King and Queen, after receiving the Address to their Majesties as they were about to enter the building.

intellectual inspiration, and a frightful nuisance. But the people who publish little pamphlets about the persecution of Jews in Russia are not interested in Jews at all. They are interested in certain imaginary good old men with patriarchal beards and ragged gaberdines who are made to wander about



Photo. Lafayette, Manchester.
NEW KNIGHT AND MASTER IN
THE MERSEY: SIR HELENUS
ROBERTSON.

The great Shipping Pageant before their Majesties in the Mersey was fittingly crowned by the knighting of the Chairman of the Mersey Docks and Harbour Board (the custodians of the port), Mr. Helenus Robertson. The ceremony took place on the King formally declaring the new Gladstone Dock open, amid ringing cheers from the assembled thousands who were lookers-on at the bestowal of the honour.

Where the King Unveiled a Tablet to his Father: The Royal Visit to Bolton.



A HEARTY LANCASHIRE WELCOME: THE ARRIVAL OF THE ROYAL MOTOR AT BOLTON TOWN HALL.

At Bolton, which their Majesties visited during their fourth day's motor-drive in Lancashire, on July 10, the King unveiled a tablet in memory of King Edward at the Nurses' Home. After leaving the Town Hall the King and Queen inspected an

exhibition of local industries in one of the covered halls of the market, where they saw the inventions of Arkwright and Hargreaves side by side with modern textile machinery. An illustration on another page shows them at this exhibition, inspecting a Chatwood safe.

PHOTOGRAPH BY NEWSPAPER ILLUSTRATIONS.

The Connaught-Fife Alliance: A Betrothal Within the Royal Family.



AN ENGAGEMENT TO WHICH THE KING HAS "GLADLY GIVEN HIS CONSENT": H.R.H. PRINCE ARTHUR OF CONNAUGHT AND H.H. THE DUCHESS OF FIFE.

Two royal dukedoms will be united by a marriage between Prince Arthur of Connaught and the Duchess of Fife, whose betrothal was announced on July 16. Prince Arthur, who is the only son of the Duke and Duchess of Connaught, is first cousin to the King, while the Duchess of Fife, the elder daughter of the Princess Royal and the late

Duke of Fife, is his Majesty's niece. She was born in 1891, and inherited the dukedom on the death of her father, which, it will be recalled, took place in January 1912, soon after the wreck of the "Delhi," in which he and his family were involved. The present Duchess herself had a narrow escape from drowning.

PHOTOGRAPHS BY DOWNEY AND LALLIE CHARLES.

LIVERPOOL'S CITIZEN ARMY REVIEWED BY THE KING AND QUEEN: THE MARCH PAST.

PHOTOGRAPH BY C.N.



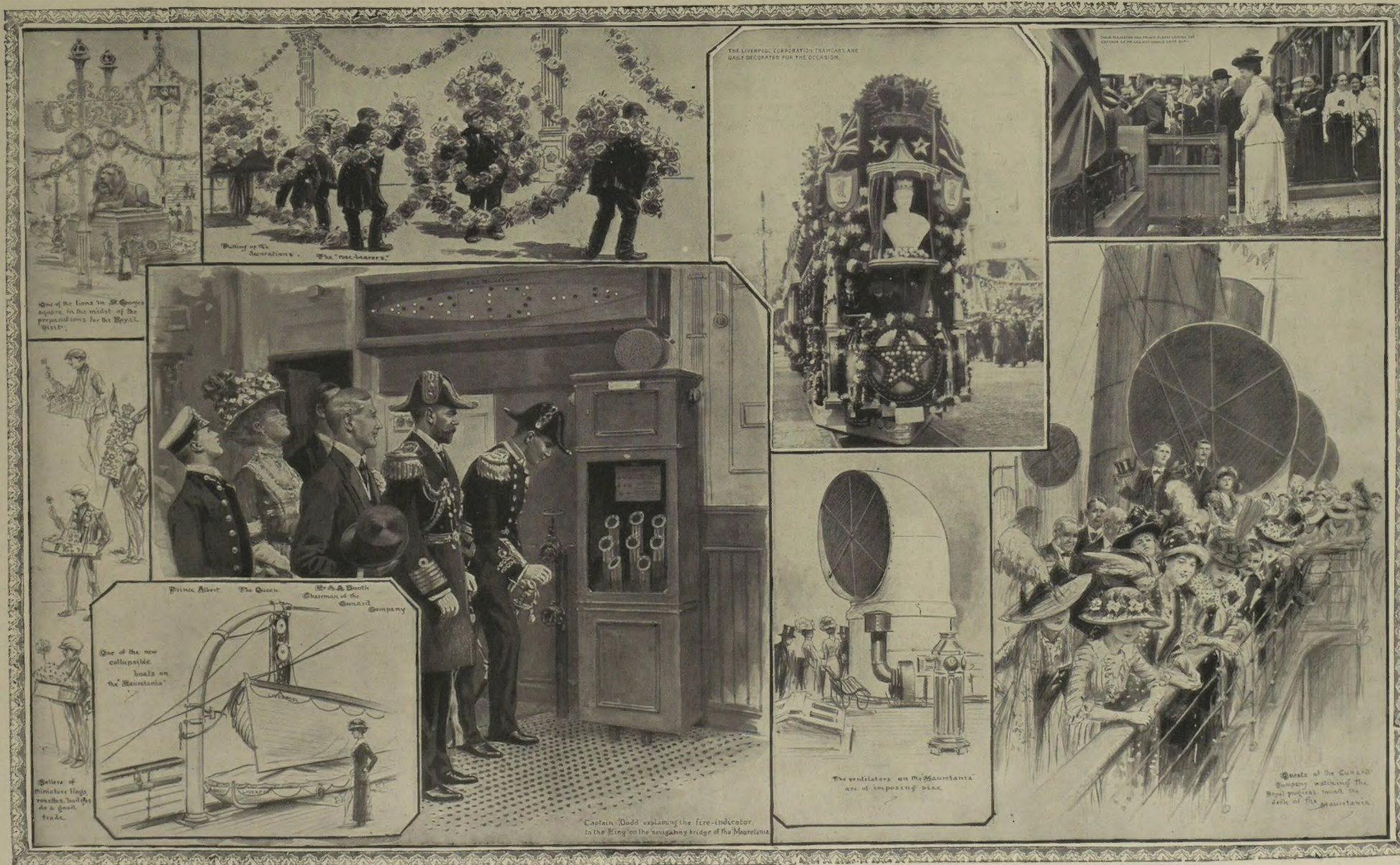
WITH THE ROYAL DAIS IN FRONT OF ST. GEORGE'S HALL AS A SALUTING-BASE: THE CHURCH PARADE OF LIVERPOOL TERRITORIALS BEFORE THEIR MAJESTIES.

Some six thousand Territorials and three thousand men of the National Reserve took part in the great demonstration which Liverpool gave the King and Queen of the strength of its Territorial forces. The gathering took place on Sunday, July 13, and consisted of a Church Parade of all Territorials and National Reservists in Liverpool and the neighbourhood. Their

Majesties attended a service in St. George's Hall, and services were held in six other halls at the same time. Subsequently the royal party took their places on a dais in front of St. George's Hall, and from that position watched the march past. The open space in front of the hall was packed with enthusiastic spectators.

"THE DUKE OF LANCASTER" IN LIVERPOOL: THE KING AND QUEEN AT LANCASHIRE'S GREAT SEAPORT.

Drawings by our Special Artist in Liverpool, Mr. S. Bygg; Photographs by L.N.A. and C.N.



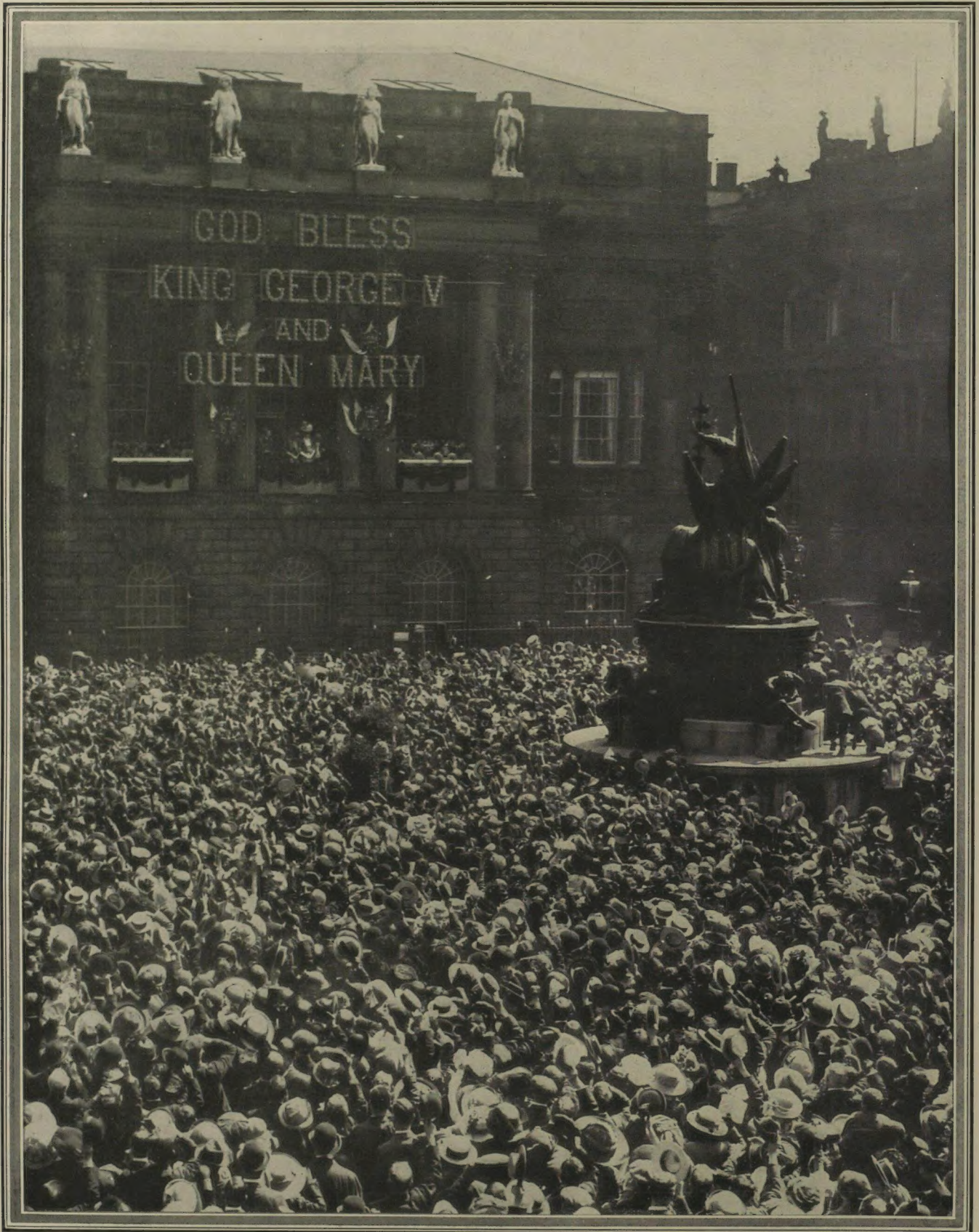
"EXPERIENCES OF THESE STIRRING DAYS": INCIDENTS OF THE ROYAL VISIT TO LIVERPOOL AND THE DISTRICT.

In his letter to Lord Derby on the completion of their Majesties' tour in Lancashire, the King said that they had been profoundly impressed by "the experiences of these stirring days," and hoped that "the people of the County Palatine may . . . ever regard the ancient title, 'Duke of Lancaster,' of which I am the proud bearer, not as a purely historical

distinction, but as the symbol of a real and homely relation." Later, he expressed the wish that on future occasions when his health is drunk in Lancashire the wording of the toast may be, "The Duke of Lancaster." "The warm-hearted manner in which we have been greeted by all classes," declared the King, "has touched us more than I can say."

LIVERPOOL'S CIVILIAN HOSTS: CROWDS ACCLAIM THE KING AND QUEEN.

PHOTOGRAPH BY ILLUSTRATIONS BUREAU.



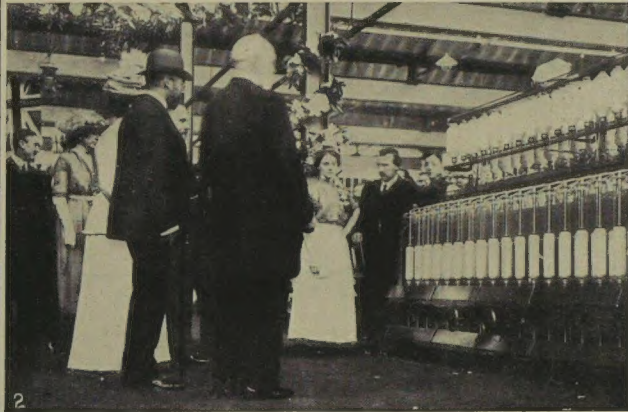
SOME OF THE GREAT NUMBERS THAT IMPRESSED THEIR MAJESTIES: LOYAL CITIZENS OF LIVERPOOL.

The King and Queen were immensely impressed by the vast numbers of the population in the towns of Lancashire who turned out to welcome their Majesties on their recent visit. Most impressive of all, of course, were the great crowds which collected in the cities of Liverpool and Manchester. The large open space in front of St. George's

Hall at Liverpool afforded an excellent place for the gathering of a mighty concourse, and when the King and Queen and Prince Albert arrived there on July 11 they received a tremendous ovation from the assembled multitude. Within St. George's Hall there was a civic reception, and addresses were read and replied to by his Majesty.

THE KING AND QUEEN IN LANCASHIRE: THE LAST MOTOR-CAR DRIVE.

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS, L.N.A., AND C.N.



1. INSPECTED BY THEIR MAJESTIES: THE NEW MOSS COLLIERY RESCUE BRIGADE AT ASHTON-UNDER-LYNE.

2. ROYAL INTEREST IN THE MAKING OF TEXTILE MACHINERY: THE KING AND QUEEN IN THE WORKS OF MESSRS. PLATT AT OLDHAM

3. THE ROYAL VISITORS AT ECCLES: THEIR MAJESTIES WITH THE MAYOR AND MAYORESS OF THE BOROUGH.

4. LANCASHIRE LOYALTY: THE RECEPTION OF THE KING AND QUEEN BY THE MAYOR OF ASHTON-UNDER-LYNE AT THE TOWN HALL.

Our photographs illustrate incidents in the last of the five motor-car tours which the King and Queen recently made through the industrial districts of Lancashire. They began the drive on this occasion at Ashton-under-Lyne, where they inspected a team of mine-rescuers, wearing the special breathing-apparatus required for their perilous work. At Oldham they shook hands with Mrs. Lees, who was elected Mayor in Coronation year.

There also they visited the textile machinery works of Messrs. Platt, Brothers and Co., Ltd., where the Queen, at the request of the work-people, made a presentation on their behalf to one of the women employees. One man had been over sixty-two years with the firm, and many over forty years. At Eccles, which is near Manchester, the King chatted with a number of Crimea and Indian Mutiny veterans.

Art, Music,

& the Drama.



CHARLES OF ANJOU VISITS CIMABUE'S STUDIO.

A RUSSIAN STAR PERMANENTLY IN THIS COUNTRY:
MLLE. LYDIA KYASHT, OF THE EMPIRE.

CIMABUE WATCHING THE BOY GIOTTO DRAWING SHEEP.

MUSIC.

THE event of last week was the production at Drury Lane of Rimsky-Korsakoff's "Ivan the Terrible," with M. Chaliapine in the title-rôle. From a strictly musical point of view, this work may not rank with either of the two operas by Moussorgsky that preceded it, but even if this be granted, it remains one of the most interesting productions in the history of modern opera. Such a description may seem a little unreasonable when applied to music written more than forty years ago, but it may be doubted whether it would have achieved success in England had it been produced before the public had been taught to appreciate Russian music, and to learn that the conventions of Verdi and his predecessors are not as unchangeable as the laws of the Medes and Persians. Rimsky-Korsakoff suffered in the early days when he wrote "Ivan" from a very slight tendency to accept those conventions. He is betrayed by the final scene in this opera, when the cruel monster who gives his name to the work is made to lament in true operatic fashion the untimely end of his illegitimate daughter, the Maid of Pskov.

The music is full of charm, and the story full of incident; the appearance of Ivan at the close of the second act, when he rides across the crowded stage, and looks without speaking at his terrified subjects, provides one of the most striking stage-pictures grand opera has witnessed. The special charm of unfamiliar scenery and dresses, the attraction of movement and gesture that are eminently sincere on the part of one and all, the superb singing and acting of Chaliapine himself—all these things help to create the impression that in Russia the art of opera, like the art of ballet, has been developed to a

point far beyond anything that Middle and Western Europe have reached, and that in the near future Russian opera, if it does not drive the old-fashioned and utterly conventional work from London,

will at least share its place on the programmes. Sir Joseph Beecham's fascinating experiment is nearly at an end, but only for a time. He may claim to have introduced what is almost a new art-form to this country, and it is pleasant to think of the many operas by Russian composers that may find their English audience before we are much older. The only matter for regret is that the operatic performances should have been so few. Without discouragement to the Russian Ballet, it

is possible to feel that it has had more than a fair share of the limited time given to the Drury Lane season.

The nights at Covent Garden have been devoted, pleasantly enough, to revivals and repetitions. One of the most interesting performances has been that of "The Jewels of the Madonna," with Mlle. Carmen

Melis in the name-part. It may be doubted whether, when the achievements of the season come to be summed up, anything more remarkable will be recorded. Since Calvé appeared in "Carmen" we can recall no creation of similar kind that has been so completely absorbing from the dramatic point of view, while musically it satisfies all requirements.

Great interest was aroused by the revival of "Don Giovanni," and almost as much controversy, for among the things about which we can never hope to have unity of opinion the treatment of Mozart on the stage takes quite a prominent place. One can remember the heartfelt disgust of the few when, a few years ago, Caruso appeared as Don Ottavio, and, apparently concluding that the composer's music was not sufficiently ornamental, added various little flourishes on his own account, to the immense delight of the *profanum vulgus* and the immense indignation of those who are musically pure at heart. Last week's revival afforded a triumph to Mme. Destinn, who took her old part of Donna Anna, and to Signor Polacco, who conducted with perfect knowledge and a genuine reverence for the maker of the music. Others did well, though they failed to achieve distinction.

Recitals have been few. A young violinist, Duci Kerékjártó, gave a second recital at the Steinway Hall, and confirmed the great promise of the first. He seems to have the true musical temperament, and to have been trained with the idea of developing what is best in him rather than of making the mere popular appeal. Even at a time when the most enthusiastic are beginning to feel a little tired of concert-halls, the purity of his phrasing and the simple sincerity of his art could not be overlooked.

"NARCISSE," AT DRURY LANE:
MLLE. NIJNSKA."LE SPECTRE DE LA ROSE," AT DRURY LANE:
MLLE. KARSAVINA.

IN ONE OF THE MOST CHARMING OF THE RUSSIAN BALLETS: A GROUP FROM "LES SYLPHIDES."

Photo. Bert

THE CREATOR OF RUSSIA'S STANDING ARMY: IVAN THE TERRIBLE.

FROM THE PICTURE BY H. W. KOEKKOEK.



EXCEPTIONALLY INTERESTING NOW THAT THERE IS A RAGE IN ENGLAND FOR ALL THINGS RUSSIAN: A PICTURE OF IVAN IV., WHO HAS BEEN REPRESENTED ON DRURY LANE STAGE BY M. CHALIAPINE.

Ivan IV., surnamed "the Terrible," who is here seen much as he is represented in the opera, "Ivan the Terrible," by M. Chaliapine, was born on August 25, 1530, and died on March 18, 1584. He was the son of Vassil IV., whom he succeeded as Grand Duke of Moscow in 1533. In 1547 he assumed the title of Tsar, which has since been borne by the Sovereigns of Russia. He first introduced into Russia the principle of a standing army, for as such the Strietsy, which was his conception, must be considered.

The men were appointed to serve for life, and the privilege of bearing arms in this corps passed from father to son. Those recruited for it were chosen from amongst the "free men," and the character, ability, and other qualities of each recruit had to be vouched for by men already serving. Amongst their weapons was a two-handed war-axe, a most formidable affair. The corps was abolished by Peter the Great, who deemed its power dangerous. Their war strength was about 50,000.

BESIEGED WITHIN A CITY: THE BULGARIAN STAND IN SALONICA.

PHOTOGRAPHS BY J. D. BENCLIAN, F. A. DAUBIN, AND F. DE JESSEN



AFTER THE BATTLE IN SALONICA BETWEEN GREEKS AND BULGARIANS: A HOUSE IN THE BOULEVARD HAMIDIEH THAT WAS HELD BY THE BULGARIANS



EFFECTS OF ARTILLERY HOMBARDMENT AT SHORT RANGE IN STREET FIGHTING: A HOUSE OPPOSITE THE CHURCH OF ST. SOPHIA, SALONICA, HELD BY THE BULGARIANS IN THE NIGHT-BATTLE.



SHATTERED BY GREEK ARTILLERY IN THE NIGHT-BATTLE: THE BUILDING FORMERLY USED AS THE BULGARIAN BARRACKS IN SALONICA.



ONCE ALLIES, NOW ENEMIES: BULGARIAN PRISONERS BROUGHT INTO SALONICA BY THE GREEKS.

Terrible scenes took place in Salonica on the night of June 30, when there was an artillery battle at close quarters between the Greeks and Bulgarians. In the afternoon of that day the Greeks sent an ultimatum to the Bulgarians in Salonica requiring them to leave the town unarmed. The Bulgarians refused, and soon fighting began and



WHERE FIVE HUNDRED BULGARIAN SOLDIERS, UNDER COMMANDANT LAZAROFF, RESISTED AN ALL-NIGHT BOMBARDMENT BEFORE SURRENDERING

continued all night, the Greeks bringing up field guns and bombarding the houses held by the Bulgarians. In the morning the Bulgarians surrendered, to the number of over twelve hundred. Many were killed in the fighting. There were 1246 Bulgarian regulars in the garrison, with several bands of Komitajis.

THE WEIGHT IN THE BALANCE IN THE WAR BETWEEN THE ALLIES.

PHOTOGRAPH BY C. G. HASTIADI

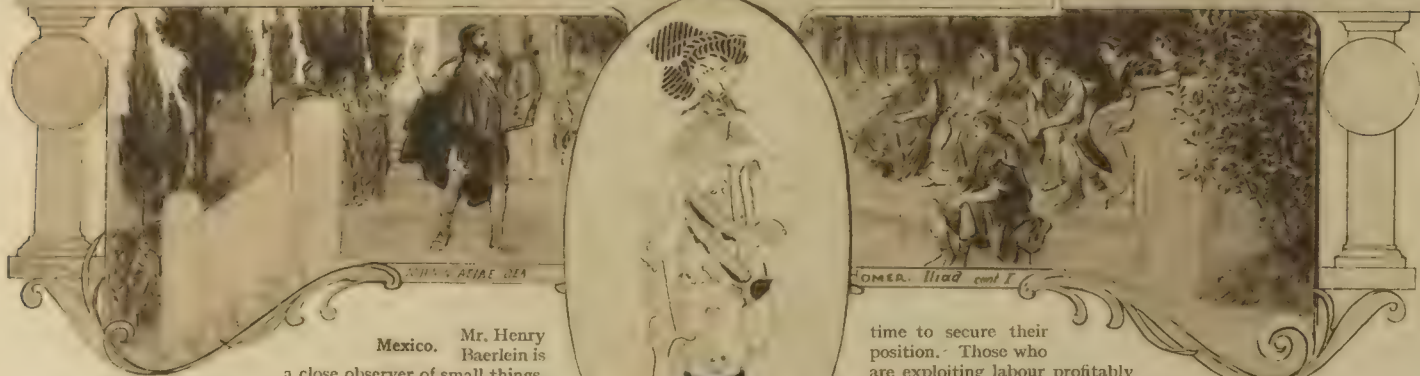


COMMANDER-IN-CHIEF IN A WAR WITHOUT AN ENEMY: THE CROWN PRINCE FERDINAND OF ROUMANIA,
APPOINTED GENERALISSIMO OF THE ROUMANIAN FORCES WHICH INVADED BULGARIA

The extraordinary thing about Roumania's declaration of war against Bulgaria and her invasion of that country was that it led to no immediate hostilities between them, Bulgaria having decided not to oppose the invasion. The throwing of Roumania's weight into the scale against Bulgaria caused the latter to apply to Russia to bring about peace. Shortly before Roumania declared war the Crown Prince

Ferdinand was appointed Generalissimo of the Roumanian Army. He is a nephew of the King of Roumania, and was born at Sigmaringen in 1865. He became Crown Prince when his elder brother renounced the succession in 1886. In 1893 he married Princess Marie of Saxe-Coburg-Gotha, a daughter of the late Duke, better known in England, perhaps, as the Duke of Edinburgh, the Sailor Prince of Queen Victoria's reign.

LITERATURE.



Mexico. Mr. Henry Baerlein is a close observer of small things, but his sense of perspective is not highly developed. In "Mexico, the Land of Unrest" (Herbert and Daniel), he has given the reader, in addition to much discursive comment upon the country and its administration, an interesting account of Mexico during the revolt against Porfirio Diaz, and there is not a little in the four hundred and fifty pages that is worth remembering. Unfortunately, Mr. Baerlein treasures all that he has written on the subject:

the serious contributions to reviews and weekly papers, together with the more ephemeral contributions to the daily Press are reprinted side by side. The result is that everything of whatever importance stands upon one plane: the delinquencies of the most insignificant individuals and the crimes of those who enjoy the courtesy title of statesmen assume in the author's pages an equal significance. Of the art of selection Mr. Baerlein is seemingly intolerant: the reader has a feeling that the material has been collected, massed with a little care, and presented for each to take what suits him. This is to be regretted, for there is a sense of humour underlying the narrative, and many curious sidelights are thrown upon the muddy currents of Mexican politics of the hour. At present Mexico has all the outward signs of a modern civilisation, and stops at that; but books like Mr. Baerlein's, in spite of their lack of perspective and reasoned selection, are very helpful,

SIDE-SADDLE FASHION: A YUCATECAN FEMALE RIDER.

Made of clay by Maya Indians from Merida—very heavy and fragile ware.

From "Mexico, the Land of Unrest."

inasmuch as they call attention to abuses, and hasten the coming of the time when necessary improvements must be brought about. From Texas down to Cape Horn the mixture of Spanish and Portuguese blood with that of the indigenes has produced a race that has responded down to the present only to the veneer of civilisation. Superstition, corruption, and cruelty are associated with the fatal eloquence of the Latin races; the effect of a climate that is nearly everywhere enervating brings out a latent savagery that lies dormant in the temperate zone. Mr. Baerlein's description of the slaves of Yucatan is probably quite accurate, but it finds parallels throughout South America. In the interest of the Indians the whole of the Continent ought to be policed by white men and administered by the best class of Western Europeans or citizens of the United States—a condition frankly impossible. In Mexico, as in Peru and Colombia, there are excellent laws, but they are a dead-letter. The men at the head of affairs are fighting all the

A TERROR OF THE LAND: ZAPATA, EX-GROOM AND BRIGAND CHIEF.

The late President Madero, "an ardent spiritualist," believed that Zapata's death would be followed by his own. In sparing the brigand's life he gave him a considerable sum of money, on the understanding that his outrages should come to an end. He survived Madero.

From "Mexico the Land of Unrest."



EXECUTIONERS SETTING OFF: A SHOOTING PARTY STARTING FOR THE HILLS.

In the neighbourhood of Tuxtepec five men suspected of theft were shot, after a rough-and-ready trial on the previous day, during which they were hung up in a torturing manner in order to extort a confession.

MEXICO, THE LAND OF UNREST.

BY HENRY BAERLEIN.

Illustrations Reproduced by Courtesy of the Publishers, Messrs. Herbert and Daniel.



TWO CENTURIES AND A HALF OLD: THE CATHEDRAL OF MEXICO CITY.

"The Cathedral was completed in 1667, and is regarded as a characteristic example of Spanish Renaissance. The Sagrario Metropolitano, though joined to the Cathedral, is a distinct church in itself, . . . and is remarkable for its two elaborately and intricately decorated façades."

From "Mexico, the Land of Unrest." Copyright Photograph by Archer, San Antonio.

time to secure their position. Those who are exploiting labour profitably find none to interfere; their friends and associates are doing the same thing. An honest public opinion does not exist. Mr. Baerlein's book, for all its shortcomings, should be read, for such bias as it exhibits does not favour scoundrels. One could not say as much as this about many volumes written of late years on the same and kindred subjects.

"The World Soul."

There are two main themes of interest in

Mr. H. Field-

ing-Hall's new book, "The World Soul" (Hurst and Blackett), though the author might, perhaps, say there is only one. They are, first, the exposition of his theory of a world-soul; and, second, his rationalistic account of the life and death of Christ. To the sceptically minded, his rational explanation of the Gospel narrative will appeal strongly, with its unbounded reverence for the personality of Jesus as the greatest thinker and the noblest character the world has seen, and its denunciation of priestcraft and superstition. A free-thinker might accept Mr. Fielding-Hall's views on this most absorbing and important subject, and yet be quite unable to follow him in his own solution of the enigma of existence. Briefly, this solution is that the world-soul permeates the whole of matter, and is "the cause and explanation of all phenomena of life": there may, or may not, be a Creator, or First Cause, behind it.

THE FIERY UNTAMED: A YUCATECAN HORSEMAN MOUNTED.

Made of clay by Maya Indians from Merida—very heavy and fragile ware.

From "Mexico, the Land of Unrest."

Mr. Fielding-Hall draws a distinction between the idea of God and the idea of a world-soul. This distinction, however, is a little difficult to follow, for he identifies the world-soul with "Our Father," as that expression was used by Christ. "Our birth is but a coming into flesh, our death but a return to our great Father in the World-Soul from which we came. . . . There is no distant heaven, we do not want one." Heaven is love and wisdom on this earth, not a distant spirit-world. There is no individual immortality. The objections to the notion of "re-emerging in the general soul" were expressed by Tennyson in "In Memoriam"—"O faith as vague as all unsweet"—in the passage where the poet voices the desire for reunion with his friend. The author is rather too didactic, and inclined to indulge in what Matthew Arnold called "license of affirmation about God." At the same time, his refusal to accept stereotyped creeds and conventional judgments makes his book both fresh and stimulating.

RUSSIAN SOCIETY IN ENGLAND: A SITTER TO DE LASZLO.

FROM THE PAINTING BY PHILIP A. DE LASZLO, M.V.O.: ONE OF THOSE EXHIBITED AT MESSRS. AGNEW'S GALLERY ON BEHALF OF THE ARTISTS' GENERAL BENEVOLENT INSTITUTION.



COUNTESS ZIA TORBY.

Countess Anastasia (Zia) Torby is the elder daughter of the Grand Duke Michael Michaelovitch, who has his home in England, and, with her sister, Countess Nadejda Torby, is well known in British Society. She was born in 1892. Her sister was born in

1896, and her brother, Count Michael, was born in 1898. The Grand Duke Michael, who was born at Peterhof in 1861, the second son of the Tsar's great-uncle, the Grand Duke Michael Nicolaievitch, married Sophy, Countess of Merenberg, later Countess Torby, in 1891.

SCIENCE AND

NATURAL HISTORY

The Telescope.

IIIrd cent.

SCIENCE JOTTINGS.

A VISIT TO THE GLIMPSES OF THE MOON.

(SEE ILLUSTRATIONS IN THIS ISSUE.)

WE are able to give in this number a selection from a series of photographs of the Moon taken at the Paris Observatory with an instrument known as the *équatorial coude*, invented by the late M. Loewy, Director of the National Observatory. This telescope, which has an object-glass 24 inches in diameter, was used by M. Loewy in co-operation with M. Puiseux to make a photographic Atlas of the Moon. It has now passed into the charge of M. Morvan, who has taken these photographs, representing the highest class in this branch of astronomical work.

Let us make an expedition on the Moon and examine some of the formations that have been brought within our range of vision by the aid of the telescope and the photographic plate. One of M. Morvan's pictures shows the moon at first quarter, but the bright limb, or edge, is to the left hand, and the terminator on the right; whereas, looking at the moon in the sky during the first half of the lunation, the bright part of the disc is to the right hand. It must be remembered that these photographs are inverted, as is usual in telescopic images, and the right-hand side of the picture is the east side; the top, the south. If we begin our journey at the south point, the lunar Antarctic, we find ourselves in a region riddled by innumerable craters, and this part of the lunar surface, which to the eye looks smooth, is represented on the photograph by an aspect which has no parallel on the earth. This region is not the most mountainous part of the satellite; but in it is to be found the highest point of the lunar surface. The Leibnitz Mountains run along the extreme southern edge, and of these, one peak has been measured to be 27,000 feet in altitude—nearly as high as the highest peak of the Himalayas.

All the craters, too, that we see in this Antarctic region of the moon are incomparably larger than any volcanic orifices of the earth. It is formations like these—known variously as walled-plains, mountain-rings,



THE MOON IN ITS FIRST QUARTER: A CHART TO THE PHOTOGRAPH OF THE MOON REPRODUCED BELOW.

I. Altaï Mountains. II. Sea of Nectar. III. Sea of Fertility. IV. The Central Gulf. V. Sea of Vapours. VI. Sea of Tranquility. VII. Apennines. VIII. Sea of Serenity. IX. Sea of Crises. X. Caucasus. XI. Sea of Rains. XII. Alps. XIII. Sea of Cold. XIV. Leibnitz Mountains. XV. Sea of Putrefaction. 1. Mareotis. 2. Curios. 3. Lictus. 4. Mareotis. 5. Stöffer. 6. Cronos. 7. Gessand. 8. Pithon. 9. Valer. 10. Weller. 11. Pithon. 12. Zagut. 13. Ptolemaeus. 14. Albatron. 15. Arzachel. 16. Alphonsus. 17. Ptolemaeus. 18. Albatron. 19. Catherine. 20. Cyrillus. 21. Theophilus. 22. Godin. 23. Agrippa. 24. Julius Caesar. 25. Archimedes. 26. Aristillus. 27. Autolycus. 28. Eudoxus. 29. Aristotle. 30. Cleomedes. 31. Atlas.



THE MOON IN ITS FIRST QUARTER: AS PHOTOGRAPHED FROM THE PARIS OBSERVATORY.

(SEE FOUR PAGES OF ILLUSTRATIONS IN THIS ISSUE.)

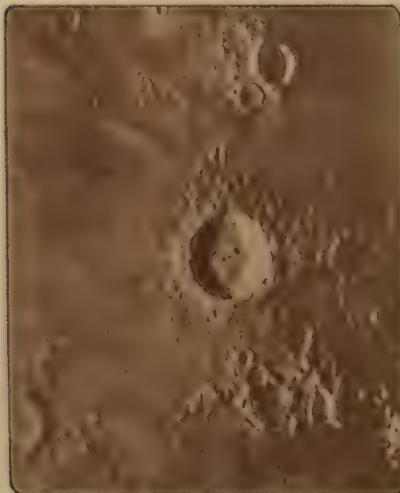
Photograph by Le Morvan, Paris Observatory.

craters, crater-cones, depressions, seen in all parts of the moon in endless variety and bewildering number—which give to our satellite that marvellous appearance in the telescope which never fails to evoke the surprise and admiration of the beholder. The greatest of these is Copernicus, the monarch of the lunar ring-mountains, not very far from the centre of the lunar disc to the upper left hand, as seen directly in the sky, or in the Second Quadrant, according to accepted lunar terminology. This formation is nearly sixty miles in diameter, and though approximately circular, is seen, on close examination, to be very nearly of a regular hexagonal form. The walls, tolerably uniform in height, are surmounted by a great number of peaks—one of which on the west has been estimated to be 11,000 feet or more above the floor. The inner and outer slopes of this gigantic rampart are very broad, each

being fully ten miles in width, arranged by Nature in successive terraces, not unlike the crater of Teneriffe. The fine pair of photographs by M. Morvan show Copernicus when the moon is about ten days and twenty-five days old, respectively, and the sun, just having risen, or being about to set, on that part of the lunar surface, is lighting up the ring-mountain from one side and the other. The pronounced darkness and clean-cut shadows indicate how it is possible to determine, from measurements of these, combined with the altitude of the sun, the heights above quoted. On the floor of Copernicus are five bright mountains, one of them being 2000 feet in height. The region around is everywhere traversed by low ridges, enclosing irregular areas, which are covered with innumerable craterlets, hillocks, and other minute features, and by a labyrinth of bright streaks extending for hundreds of miles on either side, and varying considerably in width and brightness.

To the north-west of Copernicus are the lunar Apennines, seen on the terminator in the photograph of the moon at first quarter. The Apennines are the most magnificent range of mountains on the moon, and include some three hundred peaks extending in an almost continuous curve for a length of more than four hundred miles. This massive range forms a northern boundary to the Sea of Vapours, which is not a "sea" in the terrestrial sense, for there is nothing on the lunar surface which can be said to resemble sheets of water either great or small.

All the massive and extended mountain ranges of the moon are found in its northern hemisphere. The Apennines form part of a triple system of which the Alps and the Caucasus are the more northerly ranges. The former of these two includes many hundred peaks, among which Mont Blanc rises to a height of 12,000 feet, and a second to nearly as great an altitude; whilst others from 5000 feet to 8000 feet are common. One most interesting feature of this region is the so-called great valley of the Alps, very obvious in the middle of the photograph of the northern part of the moon.



AT SUNSET: COPERNICUS AND THE CARPATHIAN MOUNTAINS OF THE MOON.

Photograph by Le Morvan, Paris Observatory.



JUST AFTER SUNRISE: COPERNICUS AND THE CARPATHIAN MOUNTAINS OF THE MOON.

Photograph by Le Morvan, Paris Observatory.

FROM THE WORLD'S SCRAP-BOOK.



1



2



3

1. THE HERO OF THE MATCH RECEIVES AN OVATION; MR. GEOFFREY WILSON, WHO MADE 173 FOR HARROW, AGAINST ETON, ENTERING THE PAVILION AFTER HIS GREAT INNINGS.

2. CHEERING ETON'S VICTORY AND HARROW'S HEROIC DEFEAT: THE SCENE OF ENTHUSIASM AT LORD'S AT THE CLOSE OF THE MATCH.

3. MAKER OF THE SECOND LARGEST SCORE ON KENT AND HARROW MATCH: MR. GEOFFREY WILSON, SHORTER BATSMAN ON THE FIELD, ENTERING THE PAVILION.

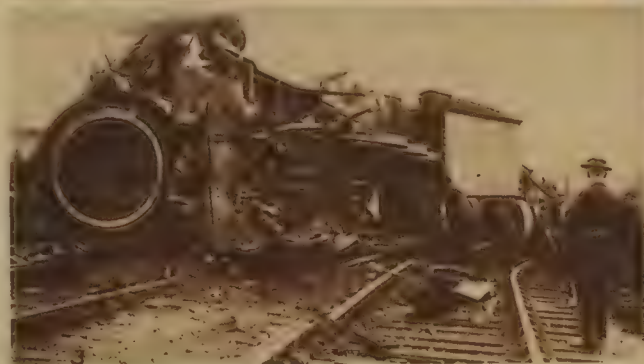
Eton beat Harrow at Lord's, by nine wickets, owing to Harrow's collapse in the first innings. Harrow's second venture was remarkable for a splendid score of 173 by Mr. Geoffrey Wilson, which saved Harrow from an innings defeat. It was only ten below the record for an Eton and Harrow match—the 183 made by D. C. Boles for Eton in 1904. In our first photograph Mr. Wilson is seen in the background entering the Pavilion after his great innings. (Photographs by G.V.)



1



2



3



4

1. ALL THAT REMAINED OF THE SIDE OF A COMPARTMENT: PART OF THE DENNIS AFTER THE RAILWAY DISASTER AT COLCHESTER.

3. THE FATE OF THE DRIVER AND FIREMAN OF THE WRECKED EXPRESS; SEARCHING FOR THE BODIES BENEATH THE OVERTURNED ENGINE.

2. THE EFFECT OF TELESOPING: ONE OF THE WRECKED CARRIAGES OF THE EXPRESS AFTER THE COLLISION AT COLCHESTER.

4. WITH GOOD REASON TO BE THANKFUL FOR THEIR ESCAPE: UNINJURED PASSENGERS CONTEMPLATING THE WRECKAGE.

Considering the nature of the collision, it was surprising that there were not more casualties in the railway accident on the Great Eastern at Colchester on July 12. The Cromer to London Express, which left Cromer at 1 p.m., was wrecked just beyond Colchester Station a little before 3 o'clock, through colliding with a light engine, which for some reason was on the same rails. The engine of the express overturned, and the driver, fireman, and guard were killed. Several passengers were injured, but most of them, fortunately, were at the back of the train behind the engine.

Photographs by Allen, Eweram and Topan.



1. CAPTURED FROM FORMER ALLIES: THE FIRST BULGARIAN GUNS AND MITRAILLEUSES TAKEN BY THE SERBIANS, RANGED OUTSIDE THE FORTRESS AT BELGRADE.



2. THE WAR FOR THE DIVISION OF THE SPOILS IN THE BALKANS: BULGARIAN PRISONERS AT BELGRADE—THE FIRST TO BE CAPTURED BY THE SERBIANS.

A number of Bulgarian prisoners captured by the Serbians were conveyed to the fortress at Belgrade. It has been stated in some quarters that they were subjected to great indignities there. Be that as it may, the feeling between the former Allies is very bitter. (Photographs by Sport and General.)

NO MAN'S JOURNEY: A VISIT TO THE GLIMPSES OF THE MOON.

PHOTOGRAPH BY L. F. MORGAN, PARIS OBSERVATORY.



REGIONS NO HUMAN BEING WILL EVER EXPLORE: THE NORTH POLE OF THE MOON, THE CAUCASUS, AND THE ALPS.

It may be said with certainty, even in these days, when many of the miracles of our forefathers are realities to ourselves, that man will never approach nearer to the moon than the telescope will permit him to do through the agency of his eyes. As Professor Percival Lowell puts it in his "Evolution of Worlds": "Our own Moon carries its decrepitude on its face. To all intents and purposes its life

is past; and that it had at one time a very fiery existence, the great lunar craters amply testify. It is now, for all its flooding with radiance our winter nights, the lifeless statue of its former self." Yet its value to man is incalculable. To quote Sir Robert Ball's "Story of the Heavens": "If the Moon were suddenly struck out of existence, we should be immediately apprised of the fact by a wail

(Continued opposite.)

NO MAN'S JOURNEY: A VISIT TO THE GLIMPSES OF THE MOON.



REGIONS NO HUMAN BEING WILL EVER EXPLORE—MAPPED BY THE ASTRONOMERS: A CHART OF THE LUNAR REGIONS SHOWN ON THE OPPOSITE PAGE—THE NORTH POLE OF THE MOON, THE CAUCASUS, AND THE ALPS.

Continued.

from every seaport in the Kingdom. From London and from Liverpool we should hear the same story—the rise and fall of the tide had almost ceased. The ships in dock could not get out; the ships outside could not get in; and the maritime commerce of the world would be thrown into dire confusion. The moon is the

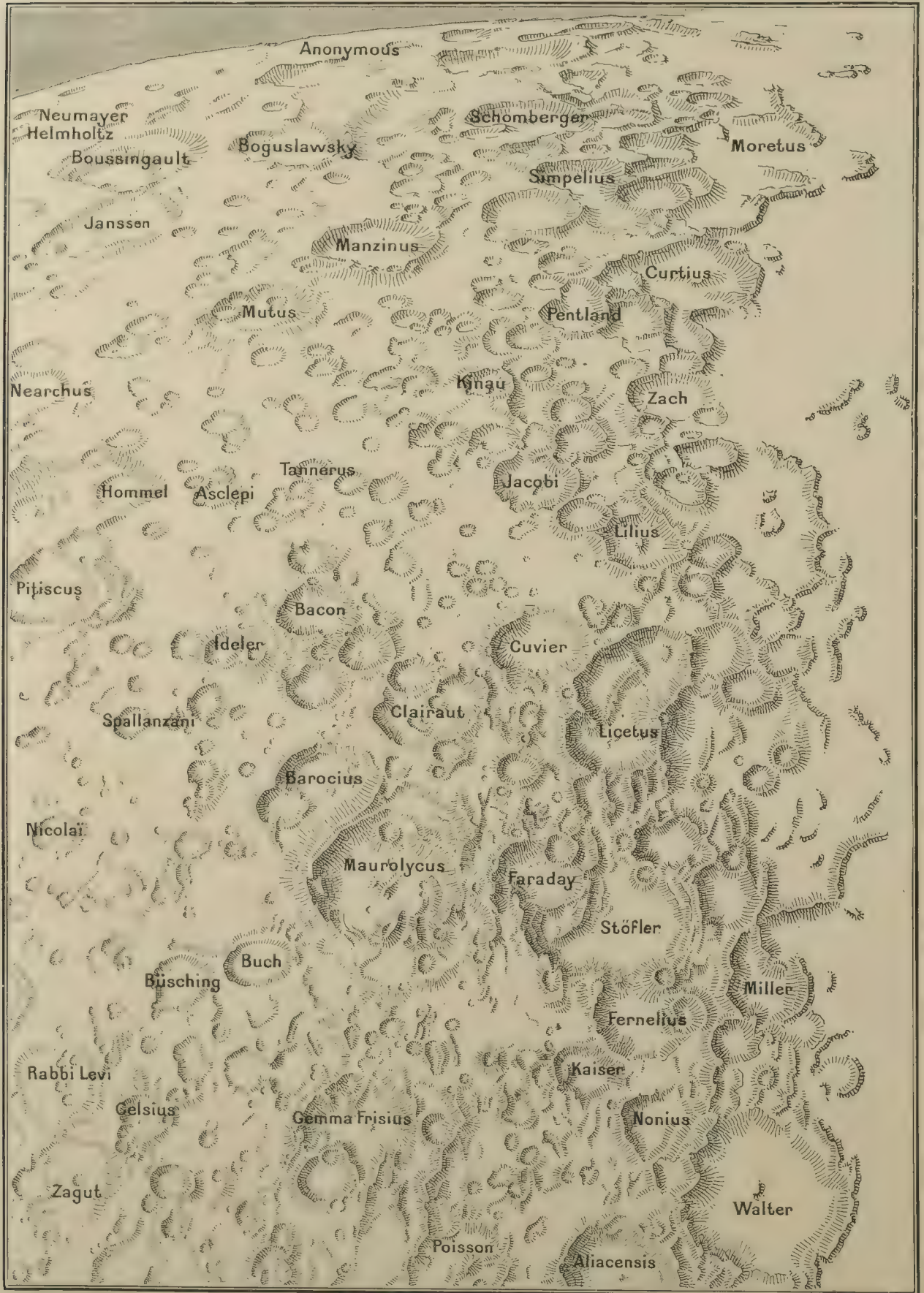
principal agent in causing the daily ebb and flow of the tide, and this is the most important work which our satellite has to do. The fleet of fishing boats around the coasts time their daily movements by the tide, and are largely indebted to the moon for bringing them in and out of harbour."



ANNA PAVLOVA: AN IMPRESSION.

FROM THE PAINTING BY W. BARRIBAL.

NO MAN'S JOURNEY: A VISIT TO THE GLIMPSES OF THE MOON.



REGIONS NO HUMAN BEING WILL EVER EXPLORE—MAPPED BY THE ASTRONOMERS: A CHART OF THE LUNAR REGIONS SHOWN ON THE OPPOSITE PAGE—THE ANTARCTIC.

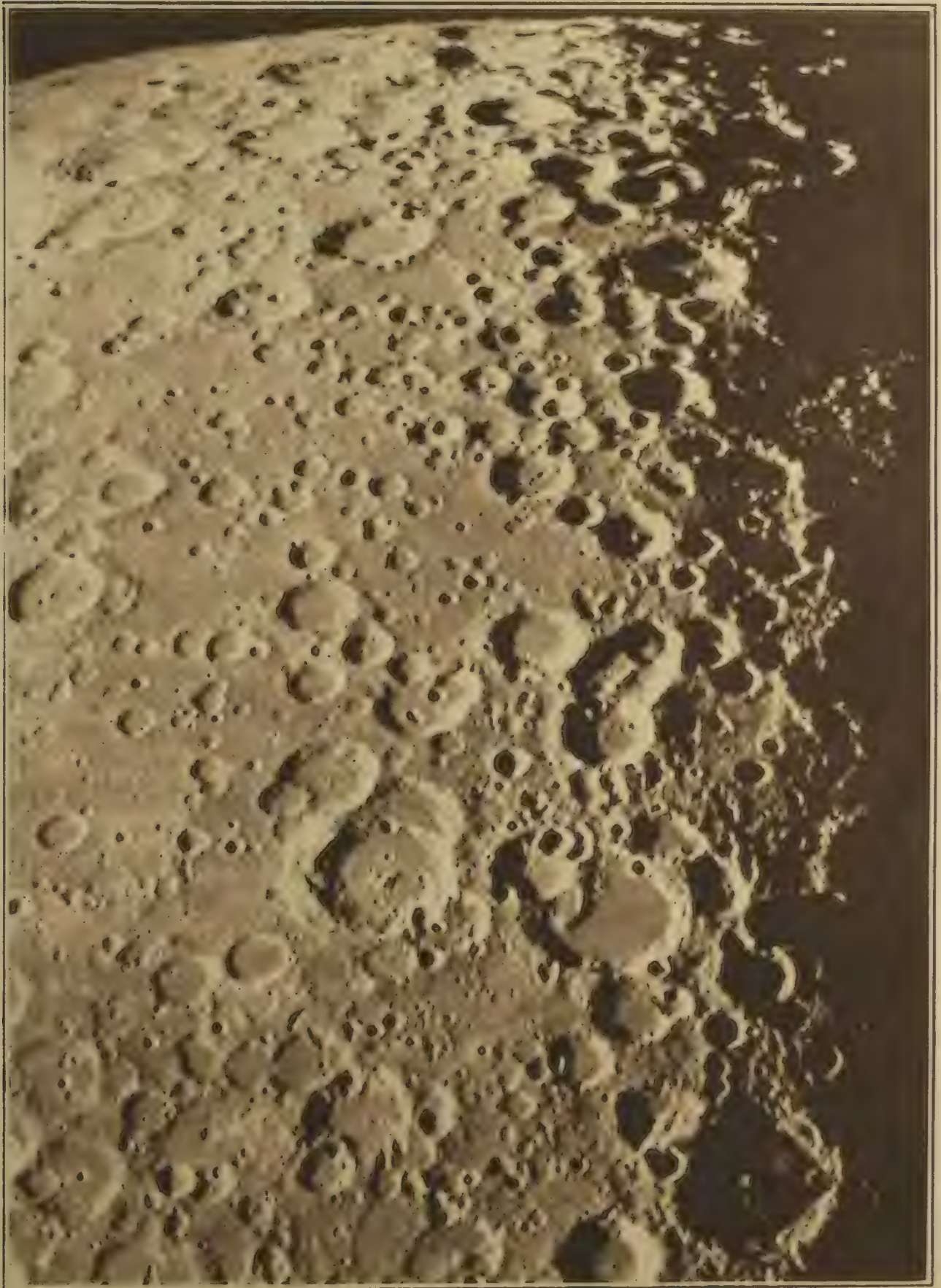
The actual diameter of the moon is about 2163 miles; that is to say, rather more than one-quarter the diameter of the earth, round which it moves comparatively slowly, making only about thirteen revolutions during a year. Taking it all in all, we on the earth obtain a view of about sixty per cent. of the entire lunar surface: not more. With regard to that surface we may quote Dr. Cecil

G. Dolmage's "Astronomy of To-day": "An observer . . . sees . . . a silvery glow marked here and there with extensive dark areas, and pitted all over with crater-like formations. The dark areas retain even to the present day their ancient name of 'seas.' . . . The improved telescopes of later times show, however, that they were not really seas (there is no water on the moon),

[Continued opposite.]

NO MAN'S JOURNEY: A VISIT TO THE GLIMPSES OF THE MOON.

PHOTOGRAPH BY LE MORVAN, PARIS OBSERVATORY



REGIONS NO HUMAN BEING WILL EVER EXPLORE: THE LUNAR ANTARCTIC.

Continued.
but merely areas of darker material. The crater-like formation above alluded to are the 'lunar mountains.' . . . On our earth the range-formation is supreme; on the moon the crater-formation is the rule, and is so called from analogy to our volcanoes. A typical lunar crater may be described as a circular wall, enclosing a central plain, or 'floor,' which is often much depressed below the level of the surface outside. . . . There is no trace whatever of water upon

the moon. . . . Similarly, there appears to be no atmosphere. . . . On the moon . . . the sun beats down in the daytime with a merciless force; but its rays are reflected away from the surface as quickly as they are received, and so the cold of the lunar night is excessive. It has been calculated that the day temperature on the moon may, indeed, be as high as our boiling-point, while the night temperature may be more than twice as low as the greatest Arctic cold."

THE AUTOCRAT OF ALL THE RUSSIAS, AND THE IMPERIAL FAMILY.

PHOTOGRAPHS BY HOISSONNAS AND EGGLE.



1. THE RUSSIAN IMPERIAL FAMILY: THE EMPEROR AND EMPRESS WITH THEIR SON AND DAUGHTERS.

2. THE GRAND DUCHESS TATIANA.

3. THE GRAND DUCHESS OLGA.

4. THE GRAND DUCHESSSES OLGA AND TATIANA.

The world in general is so much interested at the moment in Russia and her activities in connection with affairs in the Near East, and London, on its lighter side, is so much engaged in praising Russian Ballet, Russian Opera, and Russian Art, that we need offer no excuse for publishing these new portraits of the Russian Imperial family. It may be noted that the Emperor was born on May 6, 1868, and, in November 1894, married

Princess Alix of Hesse, who was born in May 1872. Their Imperial Majesties have five children: the Tsarevitch Alexis, born in July 1904; the Grand Duchess Olga, born in November 1895; the Grand Duchess Tatiana, born in May 1897; the Grand Duchess Maria, born in June 1899; and the Grand Duchess Anastasia, born in June 1901. The Empress, like her two eldest daughters, holds colonel's rank in the army.

NEXT TO THE EMPEROR, THE MOST INTERESTING FIGURE IN RUSSIA.

PHOTOGRAPH BY BOISSONNAS AND EGGLE.



WITH HIS MOTHER: THE TSAREVITCH, THE GRAND DUKE ALEXIS NICOLAIEVITCH, HEIR TO THE RUSSIAN THRONE.

There can be no question whatever that, next to the Emperor, the little Tsarevitch is the most interesting figure in Russia. He is the youngest of the Emperor's family of five, and his birth was hailed with the greatest rejoicing, as the Tsar's other children are girls. It will be recalled that recently his Imperial Highness's health caused considerable concern, and it is good to know that he is now about again and seems to

be as well as he ever was. His titles, needless to say, are many; from that of Hetman of all the Cossacks to Chief of the "Alexei" Military School of Moscow; from that of Chief of the 4th Battalion of Horse Artillery of the Guard to that of Chief of the Regiment of the Horse Grenadiers of the Guard, and so on. He is a Knight of the Order of St. Andrew, and of the Order of the Seraphim.

FACTORS IN THE VERY DANGEROUS SITUATION IN THE NEAR EAST.

DRAWN BY GEORGES SCOTT.



MEN OF THREE FORCES OPPOSED TO BULGARIA: A ROUMANIAN SOLDIER; A SERVIAN SOLDIER;
AND A GREEK SOLDIER. (LEFT TO RIGHT).

At the moment of writing, it is impossible to say how affairs will shape in the Near East, with the "Allies" armed against themselves, Roumania in the field, and, of the Great Powers, Russia, in particular, vitally interested. It may be recalled, however, that it was announced last week that Roumania had declared war upon Bulgaria, that her forces had crossed the Danube and occupied Silistria, and that the Bulgarian Government had formally announced that it would offer no armed resistance. As the "Times" pointed out at that time, military operations then became of minor

importance, Bulgaria having placed herself in Russia's hands. According to the most recent "Statesman's Year Book," the strength of the Roumanian Field Army is about 170,000 men; but, in connection with this figure, it must be understood that military service is compulsory and universal, and that, in all, each Roumanian man is liable to serve over a period of twenty-one years. Liability to military service in Servia is from the age of eighteen to the age of fifty; in Greece, it commences in the twenty-first year and lasts for thirty-six years.

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ART NOTES.

A NEW word has been added to the stock phrases of painting. "Interpretations" is, perhaps, as useful a description as any—it is Mr. Lewis Hind's—for Brabazon's renderings of the oils and water-colours of other masters. An interpreter's function is to be exact, but with a difference. Brabazon is marvelously exact, with marvellous differences. He is not merely the Owen Scaman or Cissy Loftus of his own field, the mimic and parodist of brushwork, because he went to work more seriously than either. He set down his impressions of Velazquez as seriously as he set down his impressions of a sunset at first hand.

Only a man with a very generous sense of the importance of painting could have gone to work, as Brabazon did, to make pictures of pictures. His interpretations are full of the vigorous inspiration of excursions and discoveries. He searched the surface of canvases with hardly less attention and delight than he scanned the changing clouds or the hillside; he applied his own genius to catching not the likeness of men's faces, but of their genius. In a sense the task was a small one, but his extraordinary skill, enthusiasm, and knowledge, and the range of his vision among the visionaries, make it considerable. To go the round of the rooms at 8, Henrietta Street, where Mr. and Mrs. Hind have been showing their collection, was to receive an impression of all the schools and styles—not one's own deficient, straggling impression, but the keen summary of another man's expert appreciations. It is, of course, Brabazon's Turner, it is Brabazon's Ver Meer, Brabazon's Guardi, Brabazon's Goya, Brabazon's David Cox, Brabazon's Holland, Brabazon's Titian, that you see, and generally forthwith accept as a thing of fresh value.

In no case, out of a hundred essays, has Brabazon made a worthless copy. That is to say, he has never been content to make merely a copy, which must always fall short of the only values that really matter—the full values of the original Brabazon seems never to have interpreted unless he saw he could make some little



THE GETTYSBURG CELEBRATIONS IN AMERICA: PART OF THE CAMP OF THE 40,000 VETERANS.

Veterans of both Federal and Confederate armies—few once, friends now—gathered to the number of 40,000 for the four days' celebration of the fiftieth anniversary of the decisive battle of Gettysburg, in the War of Secession.



WHERE WOMEN HAVE VOTES: INSIDE THE POLLING-BOOTH AT MELBOURNE TOWN HALL.

The Australian General Election took place at the end of May and beginning of June. One feature of the polling was the return of Victoria country constituencies to the Liberal side. We see here the central Melbourne polling-station on June 1.

contribution of his own to the business in hand. He throws in his own genius with delightful good-fellowship. "We are all going to heaven, and Van Dyck is of the company" is the feeling behind his work. Only he could never have paused on one single name; his taste was catholic as the sky. If his taste was universal, his touch was particular in the last degree. No master he interpreted had more character. The interpretations are, in the first place, "Brabazons." As for his original water-colours, the best way to insist upon their individuality is to repeat his own insistent name. The repetition expresses it: he was christened Hercules Brabazon Brabazon.

For the time being the reviewers, having had their say, are weary of Post Impressionism, Cubism, and Mr. John. The *Fortnightly* for July, to take a sample, contains four papers on the art of the theatre, not 'one on the art of painting. Mr. Courtney writes on "Realistic Drama," Mr. Littlewood on "Intellect and the Actor," Mr. Howe on "The Dramatic Craftsmanship of Mr. Bernard Shaw," and Mr. Macdonald on "French Life and the French Stage." In the *Nineteenth Century*, however, is a most interesting paper by Evelyn March-Phillipps, on "Old Italian Villas and their Lesson." This, too, could be claimed as a contribution to the study of stage-craft, of scene-making and shifting; but its prime importance is architectural.

The "Villa" of Italy, it is pointed out, includes the grounds as well as the house, and it is the intention of the writer in the *Nineteenth Century* that we should learn the lesson of this conjunction of meanings. "Let us plan our gardens clearly and strongly, and build them well" is the plea. A garden should not consist of well-cropped lawn, bushes, and a flower-bed. Those vanish; a flight of steps, a paved walk, a fountain, a graceful gateway, these remain. Crop your daisies and they come again; the silly work is in vain. But build your garden, and you leave something to the future. Miss Evelyn March-Phillipps will make us all pause upon our mowing-machines during August to ponder larger labours. E. M.

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NEW NOVELS.

"Goslings." "Goslings" (Heinemann) has an original plot, and in these days of the making of many plots a new—really new—idea is rare indeed. It is a counterblast to feminism, and on this account well deserves to be read. Mr. J. D. Beresford's characteristic method does not heighten the value of the present story, which would have been better without the grubbiness of his male Gosling. A new plague, sporadic in Tibet for a hundred years, sweeps through China, from China to Russia, and so, after a brief interval of suspense and panic, fixes itself upon England. Its peculiarity is that it does not affect the women, while it kills off the men with unprecedented celerity. The modern State, denuded of its male citizens, becomes a land of famine and anarchy. London is a desert, with only a few demented creatures prowling its streets; the parasitic town-dwellers make for the country, where most of them perish miserably. The Gosling family escapes destruction, although the mother dies of shock and exhaustion. Their survival is meaningless, and an artistic blemish on the book; but the reconstructive work of Thrale and Eileen Ferrar and the life in the community at Marlow put an edge on Mr. Beresford's philosophy. It is a book that is sure to be freely discussed, and it raises many curious and interesting questions.

"The Son of His Mother." It is an open question whether the books of Clara Viebig, who has a wide circle of readers in Germany, have not lost something essential in an English translation. Certainly their attraction—and this applies particularly to "The Son of His Mother" (the Bodley Head)—is not apparent to an English critic. The new novel is an ugly study of the relationships of a son and his adopted mother. It is clever, but the crudity of its conclusions and its atmosphere of false values make it really rather actively repellent. The childless woman should be a grandly tragic figure; and we think this is what Fräulein Viebig has meant her to be—and has possibly succeeded in conveying to a German audience. In English, Kate Schlieben is a nervous creature



1. ROUMANIA GOES TO WAR: THE PROCLAMATION 2. AFTER THE MOBILISATION ORDER: A STREET SCENE IN BUCHAREST.

On July 3 King Charles of Roumania issued the order at Bucharest for the immediate mobilisation of the Roumanian army, calling to the colours 150,000 men of the first line reservists, to add to the 100,000 of the army on a peace footing. The field army numbers 169 battalions, 83 squadrons, 124 batteries of artillery. The militia and territorials of the second line number upwards of 400,000 men.—[Photographs by Underwood and Underwood.]

whose unhappiness seems to lie less in her childlessness than in her want of balance and self-control. She would not, we conjecture, have made a much better mother to the children of her own body than she did to Paul, the peasant's son, whom she spoiled and railed at in an excess of morbid devotion. This is not the barren woman at grips with her desolation: it is a hysterical patient exhibiting the symptoms of her disease. Is the book itself a symptom of neurotic tendencies in contemporary German literature? We hope not; but we confess to some apprehension.

"The Kingdom." "The Kingdom" (Heinemann) is the life-story of an Italian friar. Typical it can hardly be, because the individual note is accentuated; but it may be looked upon as a record of some part, at least, of the common road travelled by devout and holy men.

It is an able piece of work, and it achieves a triumph in its expression of the weaknesses and trials of a saint. "The kingdom . . . is within." The kingdom, in Father Bernardo's case, was not won without doubts and conflict; nor, when found, was it held too easily against the assaults of the enemy. Bernardo would have been a scholar of mark if he had lived in the world, and he was a man capable of deep human affection. He recognised these things, but his strongest and truest call was to the life of the mystic on the highest plane—the simple and unwavering faith that leaves him, at the close of the book, still working for his fellow-men. Mr. Elsdale Goad, whose name is unfamiliar to us, has worked out his delicate piece of psychology to the turning of a hair. The background of the book is the revolt of modern Italy against the Catholic Church. If all friars were as saintly as Father Bernardo, the ugly passions of the mob, sharply described here, would have remained dormant. The peasants' antagonism is a pitiful commentary upon the long history of human error, in the strongholds of the religious, as well as in the minds of ignorant men. But—"the kingdom is within," as the author sets before us, and he deserves thanks for his book.

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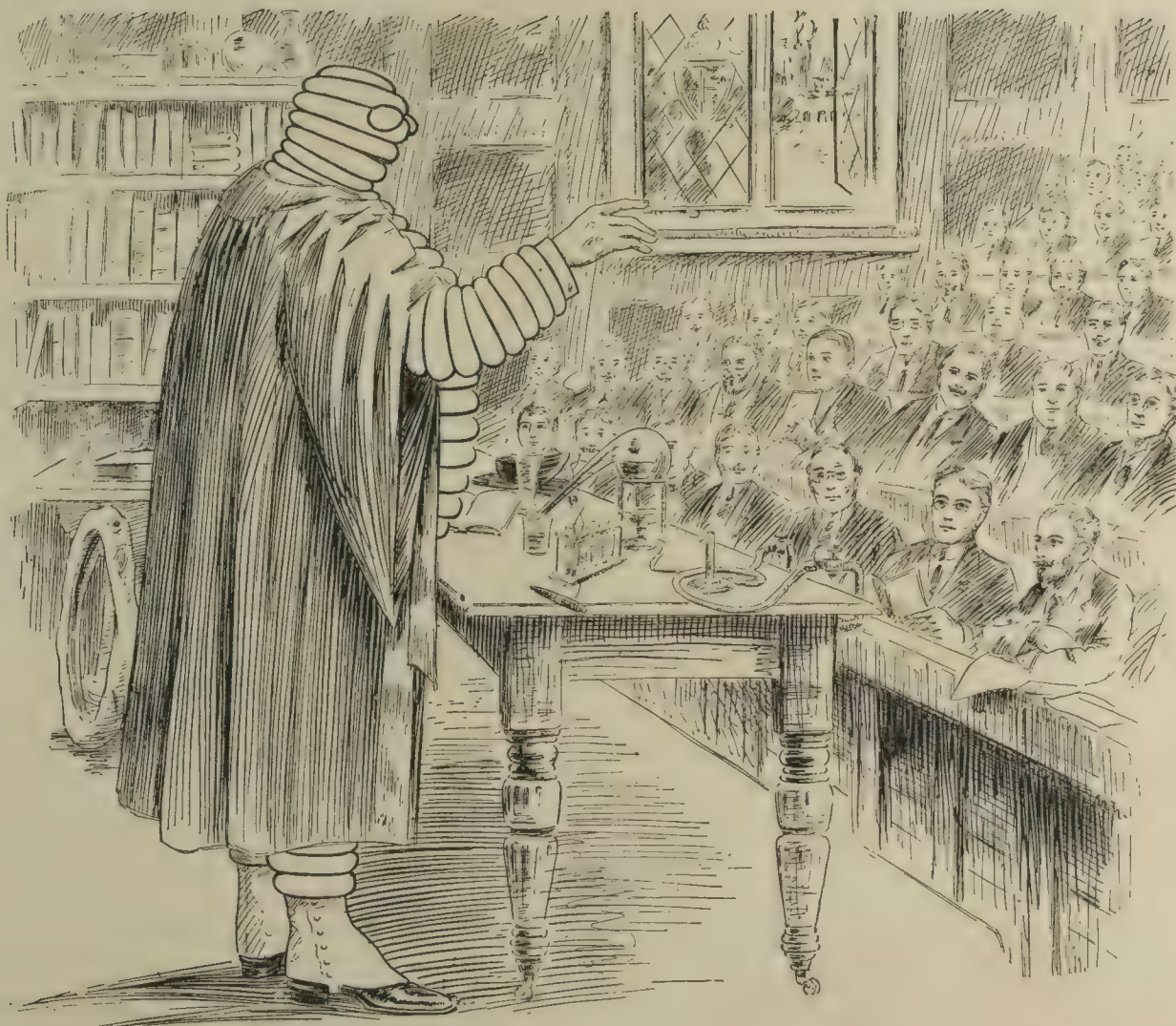


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“Let us see what Michelin is doing” is a wall-text with tyre manufacturers.

LADIES' PAGE.

A NOTED *chef* has just expressed the opinion that cooking is so frequently bad in this country because English people, as a rule, have no taste and do not know what good cooking means. This opinion has long been "borne in on me," partly by reason of the exceedingly bad meals that are contentedly consumed in many very expensive hotels, and the wretched cooking allowed to pass in many private houses where the cook is certainly not stinted either in wages or materials; and partly from the incompetence of so many of the women who present themselves for private situations with genuine references of long standing, showing that their poor, tame, very "plain" cooking performances have quite satisfied a series of other employers. When the *chef* proceeds to suggest, however, that the fault lies with the bad cooks' mistresses, who "do not know how to teach them," he must be aware that this is an unreasonable suggestion. No employer in any other sort of work undertakes to give lessons to the employé, who presents himself as a competent workman. The worker must be trained in the first place, and should have attained a certain degree of skill before having the presumption to ask to be paid wages; and this is recognised in all other than domestic work. The mistress's part is that of intelligent critic, not that of teacher of her professional employée. At the same time, to criticise or praise fairly and wisely, a personal knowledge of cooking is a great help to the mistress. It is not always, however, inability to tell indifferent cooking from excellent that keeps a mistress silent and patient with a poor worker; she is literally afraid to blame or suggest for fear of getting "a bad name" with the registry-offices and being left without any cook at all. We sadly need a great scheme for training girls for domestic work. We ought to be able to offer girls of the poorer class, immediately at the end of their elementary school-days, admission to training-homes, where they would learn, first, plain cookery, and, afterwards, better-class work; where cleanliness would be impressed upon them, and the variety of subtle flavours in existence and their proper combination would be expounded to them—two points in which the poor man's daughter can hardly be adequately trained by her mother; and then they need to be fitted out with proper clothes, and found suitable places for beginners. Up to the present, while there are many (often either inadequate or unavailable) institutions for teaching a certain smattering of plain cookery to girls, the only real, thorough effort at taking the workers young and giving them a full professional training in really good cookery, not at the parents' expense, has been made for boys, not girls: the London County Council is rearing men *chefs*, not women cooks, in this manner.

Very pretty effects are produced by the use of narrow black velvet strings to the river and seaside hats. A length of narrow black velvet ribbon fixed on the back of the hat and brought round, either over both shoulders and hooked under a bow on one side of the bosom, or only over one shoulder and fastened at the middle of the breast with



AN AFTERNOON GOWN FOR THE SEASIDE.

The tunic is in brocaded or printed cotton crepe, with underskirt and sleeves of plain material to match; a muslin frill finishes the front. The straw hat is trimmed with a wing.

another bow, or under a rose or cluster of blossoms matching those on the hat, is very becoming. Sometimes the velvet is brought round close under the chin as a strap, and this, too, is *chic*, especially when the frock is cut down in the fashionable V-shape at the throat. Some straws of simple turn-down mushroom shape are entirely trimmed with a long lace veil passing over the top of the shape and falling down either exactly at the back or a little to the left side; while, again, a lace band may be passed round under the chin from the sides of the hat, which are naturally bent down by this means and made more shady. Black hats are being more worn than is usually the case in summer, and are often trimmed with white lace or tulle or coloured ribbons in the form of bows.

I was much impressed by the beauty of the pearls now on view at the premises of the Association of Diamond Merchants, close to Charing Cross, 6, Grand Hotel Buildings, Trafalgar Square. They have a splendid stock, especially of pearls, both strung up as necklaces and ropes, and singly, for matching and lengthening customers' necklaces. Pearls are a speciality with this house, as they have large consignments from India, and do a great business in the gem-loving and wealthy East. It was the Association of Diamond Merchants who were favoured with the order to supply a pearl necklace, to cost £10,000, for the Queen of Siam, which was lost in transit after it left their hands, but recovered three years later—a clever robbery, and detective work that will be historic. The pearl necklets and ropes on show here run in price from £50 up to over £25,000; and then there are pearl earrings, rings, brooches, studs, and tie-pins at all prices. But besides the pearls, the Trafalgar Square house has a fine show of all kinds of diamond and other precious-stone work, and purchasers can, if they prefer, select their stones from the large stock of loose gems and have them mounted to their own taste in the fashionable and lovely designs of the firm's French artists. There are some excellent pieces of second-hand jewellery for sale, very cheap for their quality. Payment by instalments is accepted. A handsome illustrated catalogue will be sent post free on application to 6, Grand Hotel Buildings, Trafalgar Square, London.

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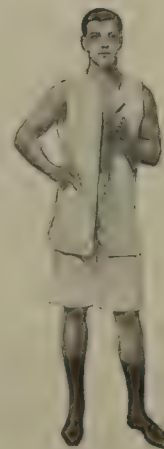
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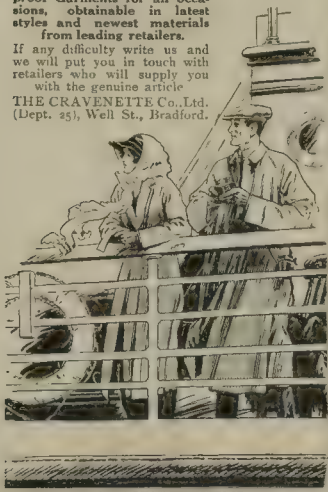
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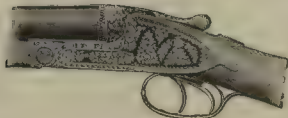
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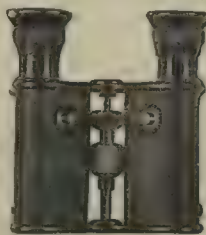
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THE PLAYHOUSES.

"THE MARCH HARE," AT THE AMBASSADORS.

IF the success of a farce is to be measured by the noisiness of its scenes, then must Mr. Harold Smith's new piece, "The March Hare," just produced at the Ambassadors, be reckoned among the most successful of its type. What with the shouting the actors are called upon to indulge in, and the ringing of bells, and the shoving about of furniture, the uproar during the greater part of the play's progress is simply deafening, while there is one episode, during which a "flapper" smashes glass and crockery

other devices are in keeping with Mr. Smith's primitive technique and delight in soliloquy. His story turns on the misreading of a letter, and a hostess's consequent belief that one of her guests is a lunatic, and that the *locum tenens* of her doctor-husband is a poisoner. When it said that the characters who sought to safeguard themselves from lunacy and crime raised more din and behaved more madly than might have done any refugee from Bedlam, it will be gathered what is the sort of

the memories playgoers will cherish in respect of this production. Whether its pantomime humours are of the sort to please even during the dog days remains to be seen.

"OLIVER TWIST," AT THE LYCEUM.

"Ivanhoe" has given place to "Oliver Twist" at the Lyceum, and it looks as if the Dickens revival would help the management to carry on during the midsummer interval. The melodrama is a very telling and neat adaptation, which follows

Nancy. Mr. Lonsdale is the Bill Sikes of the occasion; Mr. Albert Ward the Fagin; and the stage pictures, notably those of the thieves' den and of London Bridge, deserve re-mention for their effectiveness.

The authorities of Baden-Baden have arranged a wonderfully attractive programme for this month of July—daily concerts in the Kurgarten and Town Park—beginning with an early one near the Pump-room or Trinkhalle; open-air performances of "William Tell"; a "Ring" play in the Kurhaus every evening;



THE ROYAL TOUR IN LANCASHIRE: THE KING VISITS A COTTAGE NEAR BURNLEY.

Their Majesties stopped their motor-car on the way to Burnley, the Queen having noticed an old woman (Mrs. Parsons, eighty-six years old) waving her hand to the royal car. Both the King and Queen went over the cottage, and expressed great pleasure at its neat and tidy appearance.



THE ROYAL TOUR IN LANCASHIRE: THE KING INSPECTING THE HOLCOMBE HUNTING-HORN AT HOGHTON TOWERS.

On July 11 their Majesties lunched with Sir James de Hoghton in the ancient Tudor castle of Hoghton Towers. A feature of the welcome was the presence of the Holcombe Harriers, of which the King took special notice.



THE ROYAL TOUR IN LANCASHIRE: THE QUEEN SHAKING HANDS WITH AN OLD BLACKBURN HAND-LOOM WEAVER.

One of the establishments visited at Blackburn was Messrs. Duckworth and Eddleston's mill, where the Queen shook hands with Mrs. Ratcliff, a hand-loom weaver seventy-eight years of age.

wholesale, that defies description. That an author—a Member of Parliament, too, and brother of a famous counsel—should resort to such childish expedients as this appeal to the destructive instinct in order to raise a laugh will seem saddening or comical, according to the spectator's mood, but, at all events, this and

entertainment that is provided at the Ambassadors. The smile of Mr. Stanley Turnbull's stately and fatuous butler confronting supposed insanity, and the grim cheerfulness with which Miss Mary Forbes's "flapper" sets about her smashing task are among

the story closely and manages to cover all its more notable incidents. Once again Miss Mary Glynn figures in the title-rôle, and charms by the unforced pathos of her acting. Once again Miss Lilian Hallows offers her intensely moving impersonation of

an Art Exhibition; and operatic and mario-nette performances twice daily. For sportsmen there is roebuck-stalking, and trout-fishing in the Oos; also for golfers a great International Tournament, from July 23 to Aug. 19. Motor excursions in the beautiful neighbourhood take place day after day

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This instrument does what no other instrument has ever done before—it reproduces orchestral music with all its varied tone values. The symphonic effects, to which the music of the greatest composers owes its charms, can be exactly reproduced by means of the Æolian Orchestrelle.

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The Orchestrelle Co.,

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WILLS AND BEQUESTS.

THE will and codicils of MRS. CATHERINE JANE MAGNAY, of Bailey's Hotel, Gloucester Road, widow, who died on May 26, are proved by Henry Lincoln Roscoe and Mary Pettus Batcheler, the value of the property being £67,964. The testatrix gives £4100 to her nephew Horatio Pettus Batcheler; £300 to Sir William Magnay, Bt.; £3100 to her nephew Edward B. H. P. V. Batcheler; £100 to Colonel William Herring; £6000 in trust for her brother Captain Edward Beevor Batcheler; £400 to the Society for Promoting Christian Knowledge; £200 to the Royal Hospital for Incurables; and the residue to her niece Mary Pettus Batcheler.

The will (dated April 19, 1911) of the Right Hon. GEORGE WYNDHAM, M.P., of Clouds, East Knoyle, Wilts, and 35, Park Lane, who died on June 8, is proved by Lieutenant Percy Lyulph Wyndham, the son, the value of the estate being £205,584. The testator gives £5000 to his brother Colonel Guy Percy Wyndham; and the residue to his son absolutely, expressing an earnest wish that he will permit his mother to select out of the jewels, personal, and household effects such articles as she may desire to have.

The will and codicil of the EARL OF PEMBROKE AND MONTGOMERY, of Wilton House, Salisbury, who died on March 30, are proved by the Countess of Pembroke, widow, the Marquess of Lansdowne, and Sir Hedworth Meux, the value of the unsettled estate being £243,880. The testator gives to his wife the use of Mount Merriam, Dublin, and such furniture, pictures, plate, etc., not heirlooms, as she may select; and the remainder of the household effects, pictures, etc., all arrears of rent, and the money in the hands of his agents and at the local banks to his eldest son. The residue of the personal estate goes to his wife for life, and then for his three younger children. He charges the Irish estates with the payment of £5000 a year to his wife, and with portions of £20,000 each to his younger children, other than his daughter Lady Beatrix Wilkinson, on whom a like sum has been settled. Subject

thereto, all his real estate is settled on his son Lord Herbert, now Earl of Pembroke.

The will (dated July 6, 1871) of Mr. ALFRED AUSTIN, the Poet Laureate, of Swinford Old Manor, Ashford, Kent, who died on June 2, is proved by Mrs. Hester Jane Austin, the widow, the value of the property being £2098, all of which he left to his wife absolutely.

The will (dated May 24, 1913) of Mr. CHARLES THOMAS HARRIS, C.C., of Holly Lodge, Denmark Hill, who died

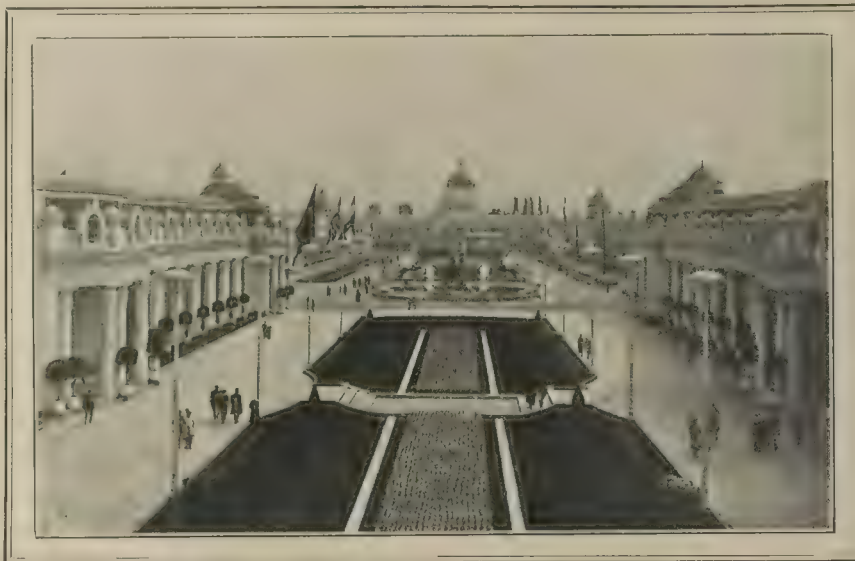
Dispensary; and the proceeds of the sale of his pictures and two Japanese bowls to the removal fund of King's College Hospital. After the payment of legacies to relatives and others, the residue goes to St. Thomas' Hospital.

The will of MRS. MARY FREDERICA GOODLAKE, of 18, Charles Street, Berkeley Square, widow, who died on May 21, is proved, and the value of the property sworn at £84,104. She gave her house and furniture and £20,000 to her brother, Sir Richard George Glyn, Bt.; £12,000, in trust, for her sister-in-law Olivia Elizabeth Marquise de Lasteyrie; £50 each to the Provincial of the Society of Jesus, Farm Street, and the Rector of the Church of the Assumption, Warwick Street; a few small legacies; and the residue, in trust, for her niece Geraldine Mary Paget and her children, and, on failure of issue, to the holder of the Glyn of Gaunt's baronetcy.

Glorious weather has prevailed of late at Penzance and throughout the Cornish Riviera, and there is a steady influx of visitors. The inauguration of a summer steamship passenger service between Penzance and the Scilly Islands provides additional attractions for visitors to the favoured and beautiful islands of the western sea. The trips to and from Scilly on Mondays and Fridays, from July 25 to Sept. 3, are cheap day-excursions, without distinction of class, at the popular fare of 4s.

Why not go a-holidaying in the West of Ireland? The Midland Great Western Railway of Ireland invite tourists and holiday-makers to a number of places of surpassing

interest, amid the magnificently wild scenery of Connemara. "Sweet Auburn," the romantic village of Goldsmith's poem, is at hand from Athlone. Again, the tour by motor-coach from Clifden to Westport is one of the finest drives, offering exquisite views of the wildest mountain scenery, and the ruggedly stern Atlantic coast-line. From Leenane (a pretty hamlet, with McKeown's excellent hotel), the Connemara mountains and lakes can be easily reached.



THE EUROPEAN EXHIBITION OF THE HOUR, IN THE "COURT OF HONOUR" AT GHENT.

Ghent Exhibition is amply fulfilling the promise of its opening in April, when the King of the Belgians performed the inaugural ceremony, accompanied by the Queen and Prince Leopold. Its attractions are now complete, and a record attendance of visitors from England is expected with the holiday season. They will find their trip well repaid.

on June 3, is proved, the value of the property being £143,588 17s. 2d. The testator gives £5000 stock each to the London Hospital and King's College Hospital; £1000 stock each to the Samaritan Fund of St. Thomas' Hospital, the Metropolitan Convalescent Home, the London Orphan Asylum, and the Infant Orphan Asylum; £2000 stock to the Orphan Working School and the Cripples' Home at Alton; £500 stock to the Peckham and Kent Road Pension Society; £312 stock to the Camberwell Provident

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Motor News, March 29, 1913.

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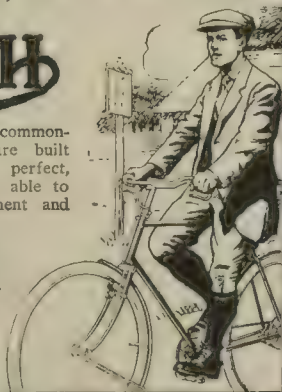
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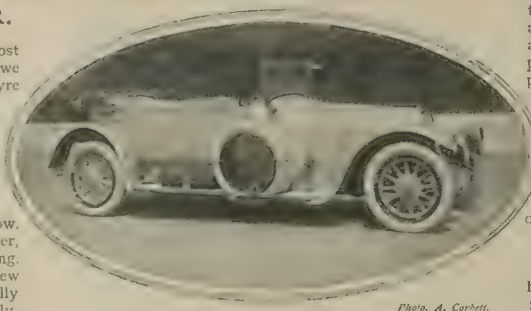
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THE CHRONICLE OF THE CAR.

Tyres and the Cause of Failure. It is agreed that the principal cost of motoring is tyres. If only we could eliminate the pneumatic tyre and find something of a less expensive nature to take its place, then indeed the era of motoring for the million would have dawned. However, nobody has yet discovered this substitute, and, for my part, I don't think anybody ever will. All the best inventive brains of the world have tried it, but, so far, there is nothing like the air-cushion for the wheels of our cars. It is not of this, however, that I desire to speak just now. Short of eliminating the rubber pneumatic altogether, we want something that will reduce the cost of its running. Now, it is an incontrovertible fact that exceedingly few tyres actually give the mileage of which they are really capable. Nine out of ten fail more or less prematurely. For this there are several reasons. In the first place, people will under-tyre their cars, forgetting that ten shillings saved on the first cost of a tyre will have to be paid out later, with another ten by way of fine for their parsimony. The remedy for this cause of tyre-failure is obviously to fit tyres of adequate size to the car. Another most prolific cause of trouble is badly aligned wheels. All wheels ought to be periodically tested for correctness of alignment, but I am afraid that few motorists take the trouble to do this or to have it done for them. At least once a month wheels should be tested, for it stands to reason that, as the road is always trying to force our wheels out of truth, a careful watch should be kept on them. But apart from these recognised causes of tyre-failure there is another, which is responsible for far more in the way of failure than the other two in the aggregate.

Badly Fitting Rims. I suppose that even the seasoned motorist will rub his eyes when I say that not one rim in ten fits the tyre that is on it. If he will stop to think for a moment he will realise that the whole success of the pneumatic tyre lies in its fitting properly into the rim, because it is "formed" to a certain section, and unless it keeps that section in use it is bound to fail, because of the stresses set up in the fabric which forms the tyre-casing. To keep its section it must bed down into the rim properly, the beads must be properly anchored in the clinches, and there must be no straining



GOOD TO LOOK AT AND TO GO: ONE OF THE ROCHET-SCHNEIDER'S 18-H.P. TRIUMPHS.

With engine of 95 mm. bore and 140 mm. stroke, capable of 60 miles an hour, this car is an extraordinary hill-climber, and remarkably easy to steer.

out of shape of the cover. All this will readily be granted, but the question will doubtless be asked as to whether, seeing that the tyre companies themselves supply

the rims, they have not given this essential matter attention. I have no doubt that most people will be astonished at the statement that hitherto the tyre companies have had no standards to work to, and they practically never turn out two rims of identical size or section! I have gauged rims which were not even of the same section all round their circumference, but which varied in depth from three to four millimetres, and as much in width. Obviously, a tyre fitted to a rim like this cannot be expected to wear properly, for it starts its life handicapped severely by being strained out of shape. In fact, it is half worn out, so to say, before it has ever run on the road.

A New Standard. Realising this, the Tyre Section of the Society of Motor Manufacturers has taken the matter up, and, after a vast amount of research and detail work, has evolved a set of rim standards which have been adopted by the tyre companies for general use. These standards will come into use on Oct. 1 next, and after that date no other sizes of rims will be supplied. Moreover, the companies will decline to fit tyres on other than standard rims, except at the risk of the motorist himself. I know this sounds arbitrary, but it is really for the good of the motorist himself. In this way, a new rim costs but a few shillings, while tyres cost pounds, and if by the expenditure of those few shillings I am going to obtain vastly better service from my tyres, I should really thank the person who compelled or persuaded me to spend them. Personally, I think the new move is an excellent one, and I am only surprised that it has taken all these years to bring it about.

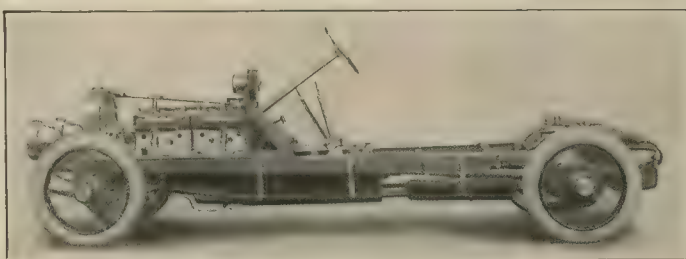


FROM THE SCOUTS TO THEIR CHIEF: GENERAL BADEN-POWELL'S 20-H.P. ALL-BRITISH STANDARD LANDAUETTE.

This smart and serviceable car was presented to the Chief Scout by the Boy Scouts' Association. Sir Robert and Lady Baden-Powell are seen standing by it.

The Progress of Brooklands. Not being in the inner councils of the Brooklands proprietors, I am not able to say whether the financial corner has been turned or not, but I do think that Major Lindsay Lloyd and his executive are to be congratulated on the success that the track has achieved during the present season. The racing has been excellent, thanks to the really able handicapping which has been a feature of the year, and there have been some glorious finishes. This is what was wanted to popularise motor-racing. The average member of the great B.P. will go a long way to see any sort of a race, so long as it is a race and not a procession, and I believe he would just as soon see racing between fast, powerful cars as

(Continued overleaf.)



A 30-50 h.p. 6-Cylinder Armstrong-Whitworth Chassis.

AS designers of modern battleships, with every detail of their complete armament and equipment—in which field a lack of inventive genius, or the minutest error would spell disaster—those who are responsible for the design of the **ARMSTRONG-WHITWORTH** car possess an exceptional training which fits them to evolve a car of exceptional merit.

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STRIKING SUCCESSES IN RUSSIA.

In the International Competition for the Car's Cup (2000 miles) held last year a 40 h.p. Austin 'Defiance' car scored Fastest Time and First on Formula in the St. Petersburg Speed Test; Fastest Time and First on Formula in the Riga Speed Test, and Fastest Time in the Hill-climb at Kieff, performances which greatly enhanced the good reputation of the Austin in Russia.

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The "QUORNDON" Cabriolet for all countries and conditions.

This model has been specially designed to provide a satisfactory motor carriage which combines—with an equal degree of efficiency and utility—the qualities of a town and touring vehicle. Having the advantages of an open as well as a closed car, it is particularly suitable for use in countries where sudden weather changes occur.

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A 30 h.p. chassis, having a 10 ft. 9 in. wheelbase, is used. The equipment supplied is very modern and complete. There is seating accommodation for seven persons, including the driver. Altogether, the "Quorndon" is a most luxurious and desirable car. Write for full specification.



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CURE FOR ASTHMA

(Continued)

between thoroughbreds if he can only get the same excitement out of the finishes. Now that Brooklands is giving him that excitement, he is going there in ever-increasing numbers.

The particulars of the August Bank Holiday Meeting have just been issued, and I notice that there are several

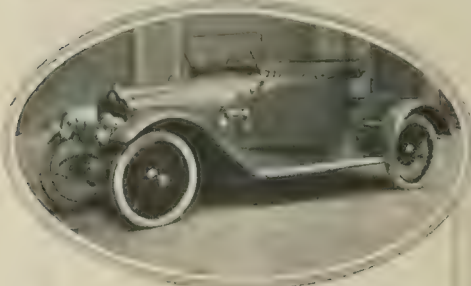
see the racing through and get back to town in reasonable time.

The Grands Prix. Last week-end saw British motor-vehicles doing very well in the French Grand Prix races. In the race for cars on Saturday the Sunbeams supplied third and sixth; the Morgan won the race for the cycle-cars, driven by a British amateur driver, Mr. McMinnies; and Green, on a 3½-h.p. Rudge-Whitworth, won the motor-cycle race for 500 c.c. machines; with a Triumph, a B.S.A., and another Triumph in second, third, and fourth places. Quite a creditable showing.

"The" Grand Prix was won for the second year in succession by that fine driver and equally fine car, Boillot

Dunlops in the Grands Prix.

Dunlop tyres did well in the Grand Prix races. The cycle-car event and the motor-cycle race for engines up to 350 c.c. were both won outright on Dunlops; while in the car race the Sunbeams which finished third and sixth ran on Dunlops. One of the most remarkable features



A CAR EMINENTLY TO BE DESIRED: A MINERVA 18-H.P. TWO-SEATER

This beautiful, harmonious 18-h.p. Minerva two-seater has been designed by Messrs. Mann, Egerton and Co., Ltd., and just supplied to Mr. Stuart A. Hirst, of Adel, near, Leeds.

innovations. The twelve o'clock start seems now to be an established feature of the Bank Holiday



A THING OF BEAUTY WHICH MEANS BUSINESS ONE OF THE R.C.H. NEWEST CARS.

This is one of the special cars, a representative R.C.H., which appeared at the Floral Fête at Hendon, held in honour of the French President's visit to the King.

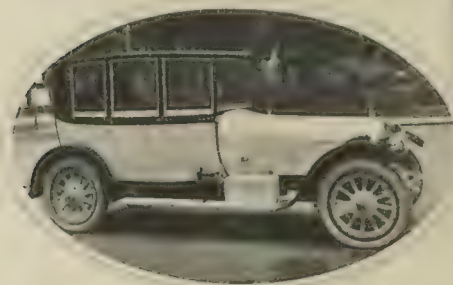
on a racing Peugeot, who averaged 72.29 miles per hour over the 599 miles constituting the full distance of the race. Goux, on another Peugeot, was second, with Chassagne, on a Sunbeam, third. The Delage team, driven by Bablot and Guyot, came in fourth and fifth, with Resta, driving another Sunbeam, sixth. The third Sunbeam, driven by Mr. Lee Guinness, overturned during the sixteenth circuit owing to its being impeded by another car, in avoiding which it was overturned—fortunately without seriously injuring either driver or mechanic.



SPEED AND SMOOTH RUNNING: AN ARMSTRONG-WHITWORTH 30-50-H.P. SIX-CYLINDER CABRIOLET.

It looks what it is, a masterpiece of clever and capable workmanship. The body is made by Messrs. Sir Wm. Angus Sanderson, of Newcastle-on-Tyne.

of the racing was the immunity of the competitors from tyre trouble. The two Peugeot cars which



IDEAL FOR DOUBTFUL WEATHER: A 40-H.P. OAKLAND ENCLOSED-DRIVE LIMOUSINE.

For night journeying, and medical men in town and country, this car challenges comparison, and it should be borne in mind that the body-work is English throughout.

meetings. It certainly enables the executive to give more sport for the money, and it also enables one to



EASE AND COMFORT ON WHEELS: ONE OF THE LATEST 40-H.P. TWO-SEATER AUSTINS.

Messrs. Austin have just supplied this car to Mrs. Hill, a London lady. It is painted pale heliotrope, with hood and trimmings in shades of the same colour.

finished first and second in the Grand Prix were fitted with Pirelli tyres. W. WHITTALL.

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"THE CAR WITH A CONSCIENCE"



40 h.p. 6-cylinder OAKLAND, fitted with Enclosed Drive, Limousine Body.

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For use in other lands, the car with a conscience is the car with ability. On roads that are not what they should be, the Oakland travels with ease and dignity. In varying climates the Oakland is able to hold its own.

There is a reason: Oakland Efficiency. You cannot purchase an Oakland Car without getting that. Designed, built, tested—all with infinite care, and offered for sale only when every detail is right, Oakland Cars must be efficient, must be serviceable, must give satisfaction, no matter in what country they are used.

The 40 h.p. 6-cyl. Oakland Car illustrated, is one of Oakland successes, admirably suited for foreign service. The chassis is exceptionally strong, and is fitted with underslung rear springs, and a double drop frame. This model has a wheel-base of 10 ft. 10 in.

15-20 h.p., 4-cylinder, 88 x 127, five-seater Torpedo body, with nickel finish, hood, screen, Magneto Ignition, Dynamo Lighting, five lamps, horn, tools, 310 x 90 square-tread tyres, detachable rims and spare rim, speedometer. **£300**
Complete

26 h.p., 4-cylinder, 105 x 120, 5-seater, with nickel finish, hood, screen, Delco Self-starting Lighting and Ignition System, five lamps, horn, speedometer, tools, 875 x 105 tyres, detachable rims and spare rim. **£400**
Complete

40 h.p., 6-cylinder, chassis, 103 x 120, with nickel finish, Delco Self-starting Lighting and Ignition System, five lamps, tools, 880 x 120 tyres, detachable rims, and spare rim. **£495**
Chassis only

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IMPERIAL RUSSIA:

HER POWER AND HER PROGRESS.



EMPEROR AND AUTOCRAT OF ALL THE RUSSIAS: HIS IMPERIAL MAJESTY NICHOLAS II.

The Emperor of Russia, who of late has been of even greater interest than usual to the people of this country, from the fact that he was a fellow-guest of King George in Berlin, and from his part in the celebrations of the Tercentenary of the House of Romanoff

Smolensk, Lithuania, Volhynia, Podolia; Prince of Esthonia, Livonia, Courland and Semigallia, Samogitia, Bielostok, Carelia, Iver, Yougoria, Perm, Viatka, Bolgaria, and other countries; Lord and Grand Duke of Lower Novgorod, Tatarstan, etc.

IMPERIAL RUSSIA: HER POWER & HER PROGRESS.

THE NATURAL & COMMERCIAL ADVANTAGES OF THE RUSSIAN EMPIRE. HER GREAT PRESENT & HER CERTAINTY OF A GREATER FUTURE.

RUSSIA, that vast empire which stretches from the Arctic Ocean to the Black Sea, the mountains of Armenia and Persia and the Caspian Sea, from the Gulf of Finland and the Baltic to the Pacific Ocean, is the greatest compact territorial unit in existence, and second only in size to the British Empire.

Until recent years Englishmen were interested chiefly in the political and literary side of Russian life and activity, and it was left to the comparatively few experts and specialists to foresee the coming economic greatness of this empire of 170,000,000 inhabitants. There are many reasons for the present agricultural, mining, industrial, commercial, and financial awakening of this huge population. Although the Sovereigns and statesmen have stimulated and encouraged trade since the very beginning of Russian history, although great commercial and manufacturing companies were formed in the eighteenth and nineteenth centuries, the greatest progress of all has taken place since 1801—that is, since the beginning of the reign of the Emperor Nicholas II., under whose enlightened rule the great national yearning for a constitutional form of government has been gratified. With greater political freedom has come a better and more comprehensive educational system, including special opportunities for agricultural and technical instruction, not only for the highly trained "intelligencia" (as the well-to-do classes are called), but for the masses—the peasants, who represent the overwhelming bulk of the population. The great railway development since 1851 has also wrought extraordinary economic changes by enabling even the most widely separated provinces to exchange indispensable products at all seasons of the year, instead of having in most cases to wait two, three, four, or even more months each year for the frozen rivers to become navigable once more. Before the era of the railways, and even as late as the 'eighties of the last century, it frequently happened that, owing to the diversity of climate in different parts of the country, some provinces were almost overburdened with

grain, while other provinces were suffering dire distress from famine. Nowadays, not only has famine ceased to exist, but both European and Asiatic Russia are yearly able to supply gigantic quantities of grain and many other food-products to the more industrialised countries of Western Europe. Peter the Great laid the

number of universities and schools of technology of similar rank were founded, and their graduates became leaders in innumerable spheres of national life and work. But it was left to the reign of the present Emperor to become a period when not only the well-to-do, but all classes of the population began actively to participate in the economic development of the realm. To ensure a country's real economic progress three chief elements are indispensable: a stable and enlightened Government, a productive soil, and an energetic and enterprising people. The Russian soil, although until now only very superficially exploited, is constantly giving better grounds for hopes of a material expansion and development such as Europe has never seen on so great a scale, and which may be compared only with the astounding development in North America.

The Government, in spite of a long and expensive war and considerable revolutionary movements, has succeeded, nevertheless, in establishing a régime which inspires confidence both at home and abroad, and which has thus both stimulated native effort and attracted the still further financial participation of French, German, and, during the last decade especially, English business men. But all these favourable conditions would be incomplete without the wonderful national renaissance which we have witnessed since 1905, and of which the rapid colonisation of Siberia is such a brilliant example. Since 1905 we may, therefore, speak of a new Russia, a Parliamentary Russia, in which all classes mingle in a common aim to consolidate, strengthen, and enrich their common heritage. Nature has divided Russia chiefly into three great belts, or zones, whose climatic conditions govern the lives and occupations of the nation accordingly. First, we find, both in European and Asiatic Russia, the tundra belt, with its permanently, or almost permanently, frozen soil. This is the region of the reindeer. In European Russia a large part of the northernmost province of Archangelsk belongs to this zone, with the only important town of the same

(Continued on Page VI.)



Photo. Bulla.

ON THE ROAD TO FULL HEALTH AND STRENGTH. THE TSAREVITCH—A RECENT PHOTOGRAPH.

foundations of the modern scientific economic development of Russia by a wholesale importation of officers, drill-sergeants, doctors, professors, engineers, and, generally speaking, all men whom he considered able to make his countrymen more practical and enterprising in industry and commerce. A century later, a



Photo. Bulla.

TAKING PART IN A RELIGIOUS PROCESSION. THE EMPEROR OF RUSSIA AND HIS FAMILY.

SACRED TO THE TSAR AS A ROMANOFF: SOUZDAL AND KOSTROMA.

PHOTOGRAPH NO. 6 BY BULLA.



AS a fitting conclusion to the celebrations of the third centenary of the House of Romanoff, the Emperor of Russia made a pilgrimage recently to the places traversed by his ancestor Michael Feodorovitch when he was called to the throne by national election on February 21, 1613. His Majesty, who was accompanied by the Empress, by the Tsarevitch, and by the Grand Duchesses his daughters, began his journey at Vladimir, a score of miles from the tenth-century town of Souzdal. In the Monastery of St. Saviour and St. Eufim there, as the "Times" reminded us the other day in a very excellent article on the pilgrimage, is the tomb of Prince D. M. Pozharsky, who, in August of 1612, commanded the trained bands of Nijni Novgorod when they defeated the Polish forces, and, in the following October, turned the Poles out of Moscow. A visit to Nijni Novgorod followed, and there the Emperor prayed in the Cathedral of the Transfiguration, at the tomb of Kuzma Minin of the Dry Hand, who persuaded his fellows to give one-third of their possessions, and raised and equipped the force with which

(Continued opposite.)

Continued.]

Prince Pozharsky saved Moscow, the event which led to the election of the Romanoffs. Then the Emperor went to Kostroma, where he visited the house in the Hypatian Monastery in which Michael lived, and the church in which he was implored by the Muscovian Embassy to assume the Crown. There, too, he saw the Romanoff Museum, in which are collected relics of the first of his House to rule in Russia, and laid the foundation-stone of the tercentenary monument. Thence he journeyed to Yaroslavl, where, at the St. Saviour's Monastery, Michael stayed when on his way to Moscow. And so to Moscow, near which, at the Sergius Monastery, he found himself within the very walls which had protected his great ancestor on his journey to the old metropolis. Finally, his Majesty visited the tombs of his ancestors in the Cathedral of the Archangel; did honour to the remains of the Patriarch Hermogenes in the Cathedral of the Assumption; and visited, in the Novospassk Monastery, the tomb of the Abbess Martha, mother of Michael, and the mausoleum of the boyars of the House of Romanoff.



1. VISITED BY THE EMPEROR OF RUSSIA DURING HIS RECENT PILGRIMAGE: SOUZDAL—A GENERAL VIEW.

2. THE INSTITUTION WITHIN WHOSE WALLS MICHAEL FEODOROVITCH DWELT: THE HYPATIAN MONASTERY, KOSTROMA.

3. THE TOWN CONTAINING THE TOMB OF PRINCE D. M. POZHARSKY, THE SAVIOUR OF MOSCOW: SOUZDAL.

4. THE FIRST OF THE HOUSE OF ROMANOFF TO RULE IN RUSSIA: MICHAEL FEODOROVITCH, CALLED TO THE THRONE BY NATIONAL ELECTION ON FEBRUARY 21, 1613.

5. THE HYPATIAN MONASTERY AT KOSTROMA.

6. AT KOSTROMA: THE EMPEROR AND HIS DAUGHTERS AT THE AGRICULTURAL EXHIBITION.

7. THE HYPATIAN MONASTERY AT KOSTROMA.

VISITING PLACES SACRED TO HIS ANCESTORS: THE TSAR AS PILGRIM.

PHOTOGRAPHS BY HULLA.



1. THE CITY IN WHICH MICHAEL FEODOROVITCH STAYED, AT THE SAVIOUR'S ST. MONASTERY, WHILE JOURNEYING TO MOSCOW: YAROSLAV.
2. THE IMPERIAL PILGRIMAGE: THE PASSAGE OF THE EMPEROR OF RUSSIA ON THE VOLGA, FROM NIZNI NOVGOROD TO KOSTROMA.
3. DURING HIS VISIT TO YAROSLAV: THE EMPEROR OF RUSSIA ON HIS PILGRIMAGE.
4. IN THE CITY IN WHICH THE CROWN WAS OFFERED TO MICHAEL: MONUMENT TO THE EMPEROR AND THE PEASANT IVAN SOUSANIN.

As we note on another page of this Supplement, quoting the "Times" on the pilgrimage undertaken by the Emperor of Russia to the places traversed by his ancestor, Michael Feodorovich, when he was called to the throne in 1613, the Emperor began his journey at Vladimir, and ended it at Moscow. At Kostroma,

5. THE CUSTOMARY COURTESY: HANDING BREAD AND SALT TO THE EMPEROR OF RUSSIA, AT KOSTROMA.
6. SHOWING THE HISTORIC CHURCH: IN ROSTOFF VELIKY, OF WHICH FILARETUS, FATHER OF MICHAEL, WAS METROPOLITAN.

WHEN VISITING THE USPENSKY CATHEDRAL (CONTAINING THE TOMBS OF THE TSARS FROM THE 14TH TO THE END OF THE 17TH CENTURIES) AND THE CHUDOV MONASTERY: THE EMPEROR OF RUSSIA IN MOSCOW.

together with the village elders of the Province, came a deputation of the Belopashtzy, literally the "White Ploughers," the distinctive appellation of all the descendants of the peasant Ivan Sousanin, who saved the Tsar Michael from the Poles and, by special decree, were for ever absolved from all taxes and duties towards the State.

(Continued opposite.)

VISITED BY THE TSAR: PLACES SACRED TO THE HOUSE OF ROMANOFF.

PHOTOGRAPHS BY BULLA AND FISCHER.



1. WHERE THE FIRST OF THE RULING ROMANOFFS WAS LIVING WHEN HE WAS CALLED TO THE THRONE; THE HOME OF MICHAEL FEODOROVITCH AT KOSTROMA.

2. IN THE HOME OF MICHAEL BEFORE HE WAS ELECTED RULER; A CARRIAGE IN WHICH THE FIRST ROMANOFF TSAR USED TO DRIVE, AT KOSTROMA.

3. ON THEIR WAY TO THE TOMB OF MICHAEL FEODOROVITCH; THE EMPEROR OF RUSSIA AND THE EMPRESS AT THE CHAPEL OF THE IBERIAN MOTHER OF GOD, DURING THE IMPERIAL PILGRIMAGE.

Continued
"During his travels," continued the "Times," "he was everywhere acclaimed by crowds of his subjects. The Emperor on his part has gathered comfort and strength from this opportunity of communion with his people in the oldest centres of Russia's national life. The population of those regions which produced Filaretus and Minin,

Pozharsky and Palitzyn, Hermogenes, and a thousand stalwart defenders of the fatherland have not degenerated, despite the exhausting toll that has been taken from them for the founding of the Empire. . . . The old memories . . . revived . . . will infuse new strength into the Russia of to-day and of to-morrow."

name. Secondly, we find a vast forest and agricultural belt which embraces most of the provinces of European and Asiatic Russia, with Moscow as its natural centre. Finally, we come to a purely agricultural belt, with the cities of Odessa, Nikolaiev, Yekaterinoslav, Charkov, Rostov-on-the-Don, etc. Mines are to be found chiefly in the Ural Mountains, the Donetz basin in South-east Russia, in Poland, the Caucasus, and Siberia.

After these brief general remarks, let us now turn our attention to the various branches of national economic activity.

AGRICULTURE.

The cultivation of the soil is now, as it has been in the past, the greatest source of national wealth and the corner-stone of the entire Russian economic system. Agriculture furnishes the means of existence to three-fourths of the Russian people. In 1895 its production amounted to £400,000,000, while in 1910 it reached £900,000,000. Of these sums, cereals represented £260,000,000 and £490,000,000 respectively. It is estimated that Russia grows 51 per cent. of the rye, 33 per cent. of the barley, 25 per cent. of the oats, and 22 per cent. of the wheat harvested all over the world. It is extremely fortunate for the world's greatest producer of rye to have for its neighbour one of the greatest consumers of rye—i.e., Germany; while British ships carry Russian wheat to Great Britain. The dairy produce has risen from some £300,000 in 1895 to £5,300,000 in 1910. This may be explained in part by the great demand for Russian butter in Denmark and England; in fact, much of the so-called "Danish" butter is really of Russian origin, and has simply been reshipped. The production of eggs has also trebled in value between the years 1895 and 1910 (from £2,000,000 to over £6,000,000). Here again we find a vast exportation to England—the chief port for Russian eggs being Hull.

THE SUGAR INDUSTRY.

Half a century ago sugar was so rare in Russia, and consequently so expensive a luxury, that the poorer people frequently considered one lump of sugar enough for five or six cups of tea; and in order to get the full benefit of the sweetness, peasants used to put the solitary piece between their teeth and pour the tea over it as they drank. Forty years ago the first refinery was built in the province of Tula (Central Russia, directly south of Moscow), and by 1912 the area under beet-root had exceeded 2,000,000 acres. Not only has sugar thus come within the reach of the entire nation, but there is a considerable yearly export to Western Europe, which would assume far greater dimensions still were it not for the rivalry of the other beet-sugar countries on the Continent, notably Germany, Austria, Hungary, and Belgium, who have hitherto limited the Russian export to a fixed quantity.

GARDENING AND FRUIT.

Russian gardening has thus far, with few exceptions, consisted exclusively of market-gardening. The chief product is cabbage, the Russian national vegetable, which is unrivalled. In Southern Russia, Trans-Caucasia, and Russian Central Asia we also find a great deal of melon-growing—the provinces of Astrakhan and Saratov producing the finest specimens. During the last quarter of a century fruit-growing has assumed vast proportions, and Russia is, therefore, no longer so dependent upon Italian and Spanish fruit as formerly. During the said period, nurseries have increased tenfold. Apples can be grown as far north as the province of Vologda, several hundred miles north of Moscow. Strawberries, raspberries, gooseberries, etc., are grown chiefly around the

England. During the last third of the last century Russian farmers largely bought English ploughs, drills, threshers, and portable engines. The harvesting machinery has been practically entirely furnished by America. In 1911 the total imports of agricultural machinery were valued at £5,431,700. Out of that total Germany's share amounted to £1,557,733; that of the United States, £1,206,176; England's share was £709,700, and Austria-Hungary's, £500,950. The total Russian production for the same period was valued at £5,600,000, or a little more than the total imports from abroad.

FORESTRY.

One of Russia's greatest natural resources is her vast forests, which still cover such a large proportion of the country. The total area is

estimated at about 1,792,800,000 acres, of which 1,333,800,000 are in Asia (exclusive of the Caucasus). European Russia has about 350 timber markets (not counting Finland and the Caucasus), those of St. Petersburg and Kronstadt each having returns aggregating £50,000,000, while those of Moscow and Riga each reach £2,500,000. In 1908 a total of 20,500,000 tons was carried by water, and 13,250,000 tons by railway. With a yearly increase of 3,000,000 inhabitants, and a consequently enormous increase in the demand for building materials, the greater part of the timber is now reserved for home markets. Russia's greatest timber customers are Great Britain (which takes three-quarters of the total export), Germany, Holland, France, and Belgium. The number of saw-mill companies in 1901 was 22; in 1910 it was 43. Particularly valuable kinds of trees are exported from the Caucasus to all European countries, and even to the United States.

FURS.

In large regions of the Russian Empire the trapper and the fur-merchant still reign as supremely as they do in Canada and did in the United States. The best provinces for the trapper are now those of Vologda, Olonetz, Archangel, Perm, Viatka, and in Siberia

all the land north of the great agricultural belt—i.e., most of the districts lying to the north of the present Trans-Siberian Railway. Besides the fur of the black bear, the polar bear, the wolf, the fox, we find such particularly valuable articles as the fur of the so-called blue fox, the sable, lynx, etc. In recent years so energetic did trappers become that the Government felt obliged to make a law forbidding the shooting of sable for three years and a-half, so as to prevent a complete extinction of the sable production. Russian exports in furs average over £500,000 annually. Outside the Empire the chief market for Russian furs is Leipzig, in Saxony.

MINERAL PRODUCTS.

The mineral products of Russia are iron, steel, gold, platinum, copper, lead, and coal.

(Continued overleaf.)



PRESIDENT OF THE COUNCIL OF MINISTERS AND FINANCE MINISTER OF RUSSIA;
M. KOKOVTSOV.

cities of St. Petersburg and Moscow; cranberries are a specialty of the province of Novgorod, and have begun to appear regularly in the English market since 1912. The annual production of honey and wax in Russia has reached the annual value of £2,000,000 sterling. The richest honey provinces in European Russia are those of Voronezh and Ufa, while still more honey is produced in the Caucasus, Siberia, and Central Asia.

AGRICULTURAL MACHINERY.

No country has made greater use of agricultural machinery than Russia, except the United States. Such machinery is imported on an enormous scale from the United States, Germany, Great Britain, and a couple of other countries. The first really modern foreign implements and machines imported came from

THE PEOPLE'S PARTICIPATION IN THE GOVERNMENT OF RUSSIA: THE DUMA.

PHOTOGRAPHS BY HULLA.



THE ELECTIVE STATES COUNCIL FOUNDED IN 1905: THE DUMA SITTING—TWO VIEWS OF THE ASSEMBLY.

An elective States Council (Gosudarstvennaya Duma) was created in Russia in August 1905, and in October of the same year there was promulgated a law giving the people the firm foundations of liberty. This is based on the principles of the inviolability of the person, and of freedom of speech, conscience, assembly, and association; establishes as an unchangeable rule that no law shall become effective without the Duma's approval; and assures the members of the Duma being given real participation in the control of acts of such authorities as may be appointed by the Emperor. The

Duma consists of members elected for five years. "The election of the Deputies [we quote "The Statesman's Year-Book"] is indirect, and is made by electoral bodies of the chief towns of governments or provinces, and of the greatest cities, composed of delegates chosen by the district or town elective assemblies." The members are paid ten roubles a day during session, and once a year are allowed travelling expenses to and from St. Petersburg. All legislation has to be passed both by the Duma and the Council of the Empire before being submitted to the Emperor.

The first iron-works appeared in Russia in the first half of the eighteenth century in the central forest provinces of Tula and Kaluga, and mainly furnished the Government with ordnance supplies. In 1689 the Russian Government also began their first works in the Ural Mountains, and already, in 1703, English cannon-founders and gunsmiths were sent there. Gradually the Government works were sold to private individuals, especially to the Demidov family. In 1870 Russia produced 366,000 tons of pig-iron; in 1890 already 942,000 tons; and in 1900, about 3,000,000 tons. The production of rails increased from 97,000 tons in 1885 to 500,000 tons in 1900. Locomotives and railway carriages were also produced in vast numbers, especially at Riga, on the Baltic Sea. Of recent years some of the largest iron-works even exported rails. The present centre of the iron production is no longer in the Urals, but in South Russia, with fifteen works, twelve of which make their own steel. They smelt on an average about 150,000 tons of pig-iron a year; some producing 400,000 tons. Iron-works also exist in Poland and in the Volga district. Iron has been found in many places in Siberia, but there is as yet no separate Siberian iron industry. Gold has been found in very large quantities both in the Urals and the whole of Siberia, and the industry has increased considerably since the opening of the Trans-Siberian Railway. In 1907 about 39½ tons of

and are so extensive that English engineers have expressed the conviction that, after the construction of adequate railways, they will furnish enough hard coal for the whole Russian Empire. New railway lines, which are being planned, will also contribute greatly to the

what Batum is to Trans-Caucasia. Finally, it has developed tremendously Anglo-Russian trade relations, and the constant attendance of huge British tank-steamer at Batum is a potent evidence of the hearty economic operation of the world's two largest empires.

Caucasian oil was first mentioned by the Arabs, who wrote about the "sources of Baki." In the twelfth and thirteenth centuries they were much used; and Marco Polo gave very detailed accounts of them; but in the following centuries the frequent changes of Government greatly impeded further progress. After many long interruptions, a more systematic exploitation began with the Russian occupation of the province of Baku in 1805. The chief sources are those of Bibi-Eibat, Balachany, and Sabuntchi (all near Baku, in Trans-Caucasia).

Petroleum was at first a monopoly of the State, and was alternately worked by the State or let out to private individuals in concessions. This monopoly gave the Treasury a yearly average of £9000. It was abolished in 1872, and replaced by an Excise fee of 6d. per pood (1 pood equals 40 lb.). The Excise fees were levied for five years, and produced a total sum of £131,580. After being abolished for ten years, the fee was re-established in 1888, in which year it enriched the Treasury to the extent of £700,000, and in 1889 returned as much as £1,000,000. Up to 1872 petroleum was obtained



WITH DOGS AS STEEDS: CHILDREN DRAWN ON A SLEDGE IN RUSSIA.

development of coal-mines, both in Western and Eastern Siberia.

THE RUSSIAN OIL PRODUCTION.
Russian oil has thus far come exclusively from



IN THE NORTH OF RUSSIA: A GROUP OF WIND-MILLS.



FROM NORTH-WEST RUSSIA: A PEASANT WOMAN OF THE GOVERNMENT OF OLONETS.



NEAR NAPOLEON'S BATTLEFIELD: A FINE CHURCH IN SMOLENSK.

pure gold were obtained; in 1911 as much as 50 tons. Still Russia furnishes only 7½ per cent. of the gold output of the world. Gold-mining has been in progress in the Urals for a hundred and fifty years, and in Siberia, seventy-five years. Of the 5½ tons of platinum obtained in 1911 nearly all was exported direct to London and Paris.

The Russian copper-works are situated partly in the Urals and partly in the Caucasus. Siberian works are also beginning to produce on a bigger scale than heretofore. Russia produces already almost all the copper she needs. Of zinc she is 50 per cent. short of her needs; while lead is found in still lesser quantities. In 1912 the Ural works, which date from the eighteenth century, produced about 16,000 tons; the Caucasian, which started after 1857, gave some 9000 tons; while the Siberian works furnished only 4000 tons.

Coal is found in the Donetz basin in south-east Russia, in Russian Poland, the Caucasus, and Siberia. Besides the mines now operated, vast deposits have been found in the Amur province of Siberia, as well as within 60 miles of the Caucasian Black Sea coast. These latter deposits have been declared to be equal in quality to the best Welsh anthracite coal,

the Caucasus and has become one of the Empire's chief sources of wealth. Locally speaking, it has made Baku the greatest city in

in the most primitive way, but since then the wells have been operated exclusively upon the American model. Most of the pumping-machines

used are furnished by the famous firm of Nobel, and various English factories. How powerful some of the wells may be gathered from the following incident. In 1883 a well was tapped which sent up a fountain 360 feet high. Owing to a lack of oil-reservoirs this fountain, which worked 35 days continuously, inundated the neighbourhood—8,000,000 kilogrammes being wasted daily. Another remarkable well of the Tagier firm produced 22,000,000 kilogrammes in a single day, or more than all American, Galician, Rumanian, and Burmese wells put together. The more important wells vary in depth between 450 and 1620 feet. In 1899 the Government derived an Excise revenue of £1,200,000; in 1900 as much as £2,000,000 sterling. In 1900 a large amount of machine-oil was also exported, only 40 per cent. being used in Russia. In 1901 the following quantities of petroleum were exported from Baku: 5,150,000 tons, by sea to Astrakhan; 174,000 tons to Batum; 208,500 tons by the Trans-Caucasian Railway; 24,500 tons by the Vladikavkas Railway; 135,000 tons to different parts



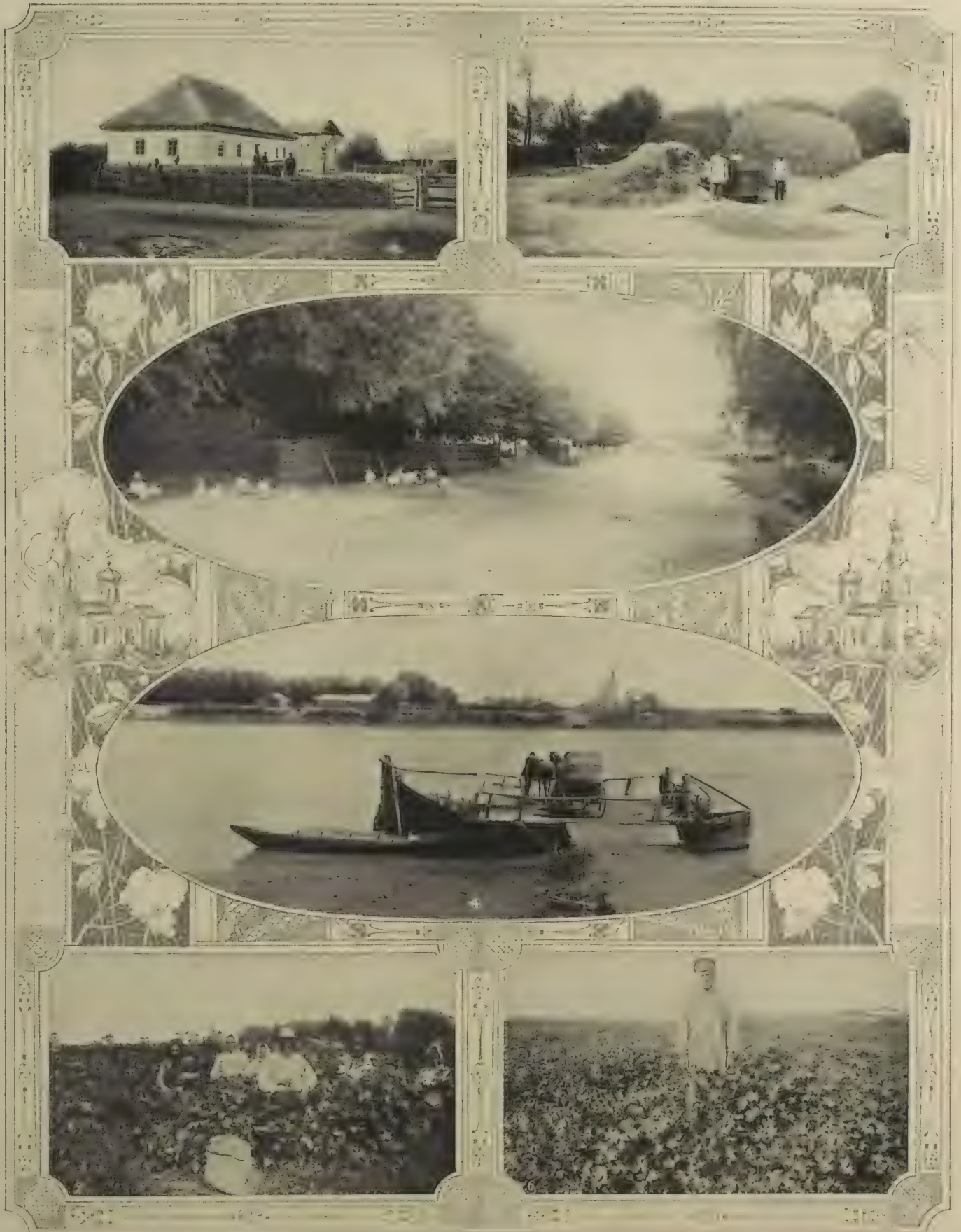
WITH A PET WOLF: A RUSSIAN LADY.

Photo. Sovetskinsky.

the Caucasus, and transformed Batum into one of the chief seaports of the Black Sea; it is now helping Novorossisk in Cis-Caucasia to be

[Continued overleaf.]

THE CORNER-STONE OF RUSSIA'S ECONOMIC SYSTEM: AGRICULTURE.



1. OUTWARD AND VISIBLE SIGN OF PROSPERITY: THE FARM OF A COLONIST IN A VILLAGE IN THE GOVERNMENT OF BAKU.

3. IN THE MIDST OF A QUIET PROSPERITY: A STREET IN A BAKU VILLAGE.

5 AND 6. A MOST IMPORTANT INDUSTRY: GROWING COTTON IN THE GOVERNMENT OF BAKU, CAUCASIA.

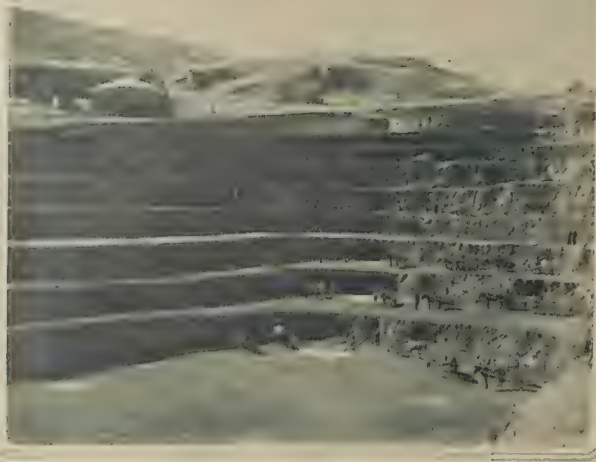
It may be said without the least exaggeration that agriculture is the chief occupation of Russia; indeed, three-quarters of the total population are engaged in it. Those so employed form, for example, about 79 per cent. of the inhabitants of the Caucasus. In other words, as is pointed out in the Introduction to this Supplement, the cultivation

2. ON THE FARM OF A COLONIST: HARVEST WORK IN AN AGRICULTURAL AREA OF THE GOVERNMENT OF BAKU.

4. AT THE TOWN OF PETROPAVLOVSK: CROSSING THE RIVER KURA BY FERRY.

5 AND 6. A MOST IMPORTANT INDUSTRY: GROWING COTTON IN THE GOVERNMENT OF BAKU, CAUCASIA.

of the soil is now, as it has been in the past, the greatest source of national wealth and the corner-stone of the entire Russian economic system. In 1895 its production amounted to £400,000,000; while in 1910 it reached £900,000,000. The Government of Baku lies at the eastern end of the Caucasus range, adjoining the Caspian Sea.



SHOWING THE VARIOUS TERRACES, AN OPEN-QUARRY IRON-MINE IN THE URALS.

of Trans-Caspia; 3000 tons to Persia; and 112,500 tons elsewhere.

Since 1902, Messrs. Nobel Brothers have sent petroleum via Kerki into Afghanistan. Several Russian war-ships of the Black Sea Fleet, especially the *Rostislav*, have used oil for fuel purposes. In 1894, St. Petersburg used oil as fuel to the extent of 26,000,000 kilos, in 1896 as much as 141,000,000 kilos, and in 1900 even 335,000,000 kilos. In 1902 fully 244 new wells were completed, while 564 were dug out, and 250 deepened. In 1905 a gigantic kerosene-pipe was laid from the banks of the Caspian Sea, near Baku, to the Black Sea port of Batum. This underground pipe, 540 miles in length, is of Russian origin and make. In Batum the complete pumping of oil into tank-steamers takes on an average ten hours. In 1901, Russia yielded over 50 per cent. of the world's oil; during the past decade that proportion has fallen to 20 per cent. The oil-production reached its zenith in 1904 with 9,840,000 tons; in 1911 it was 6,800,000 tons. The Baku oil-fields cover about 2700 acres. Besides these, there

first half-year of 1913 a large number of lots from this reserve were to be leased to private individuals. Thus an opportunity is offering itself for British enterprise. In view of the diminution of the output of the Baku wells in Trans-Caucasia, a great deal of attention has been paid, especially during the last decade, to the various groups of Cis-Caucasian wells. Of these, those of Grozny and Maikop are the most interesting. Grozny oil is shipped either by the Vladikavkas Railway to Rostov on the Don, and thence overland to various parts of European and Asiatic Russia, or by rail to Petrovsk on the Caspian Sea, and thence by ship to Astrakhan, and by river-barges up the Volga and its tributaries. In 1911 these new wells yielded 1,200,000 tons of oil. The wells on the island of Cheleken, in the Caspian, have now given 240,000 tons, and are constantly increasing in productivity. At present Maikop produces annually about 160,000 tons of oil, but with the opening of the railway



SUGGESTING A TYROLESE LAKE; AN IDYLIC SCENE IN THE URALS.

in this region averages 320,000 tons, valued at £3,000,000. The fishes caught are the sturgeon, carp, and herring. The sturgeon furnishes a great part of the world-famed Astrakhan caviare.

FAIRS.

Although the advent of railways has greatly reduced so many fairs in Western Europe, Russian fairs are still extremely important. The most famous are those of Nijni-Novgorod and Irbit in Siberia. The former is of national importance to European, the latter to Asiatic Russia. In all, Russia has 16,000 fairs, with a total turnover of £100,000,000.

HOME INDUSTRIES.

Home industries, the so-called *Koustarny* work, compete even nowadays very successfully with factories, and have the great importance of furnishing a subsidiary livelihood to peasants whom the climatic conditions would otherwise condemn to inactivity from four to seven months of the year. Fully 14,000,000 peasant men and women are thus occupied. The work is largely woodwork, and has been greatly

(Continued on Page XIV.)



SET UP TO BREAK THE ICE, BARRIERS IN A RIVER IN THE NEIGHBOURHOOD OF THE URALS.

connecting it with the port of Tuapse, on the Black Sea, the exports will very rapidly. The Chimion Company's wells in Turkestan yield only about 30,000 tons annually, but other oil-fields are being examined at present both in Cis-Caucasia and in Russian Central Asia.

FISHERIES.

Russia has vastly important fisheries in the Baltic Sea, the Arctic Ocean, the Black Sea, the Azov Sea, the Caspian Sea, the great rivers, with the Volga at their head, and in innumerable smaller rivers and lakes. In Asiatic Russia, the Pacific Ocean, the inland Sea of Aral, and various lakes and rivers also furnish large quantities. The most important fisheries of all, and the oldest, are those of Astrakhan or Volga-Caspian ones, which yearly employ 40,000 boats and over 100,000 men on the Caspian Sea, while about the same number are employed on the Volga. The yearly catch



A FINE CLOUD EFFECT; A VIEW IN THE URAL MOUNTAINS.

is a reserve area variously estimated at between 1000 and 2700 acres. In the



IN ONE OF THE NUMEROUS IRON-MINES IN THE URAL MOUNTAINS DISTRICT; WOMEN WORKERS AT THE FOOT OF THE TERRACES.

A DJIGITOWKA: RUSSIAN OFFICERS TRAINING AT THE NICHOLAS SCHOOL.



1. PICKING UP AN ARTICLE FROM THE GROUND WITH THE HORSE GOING AT FULL SPEED.
2. PICKING UP A COIN FROM THE GROUND WITH THE HORSE GOING AT FULL SPEED.

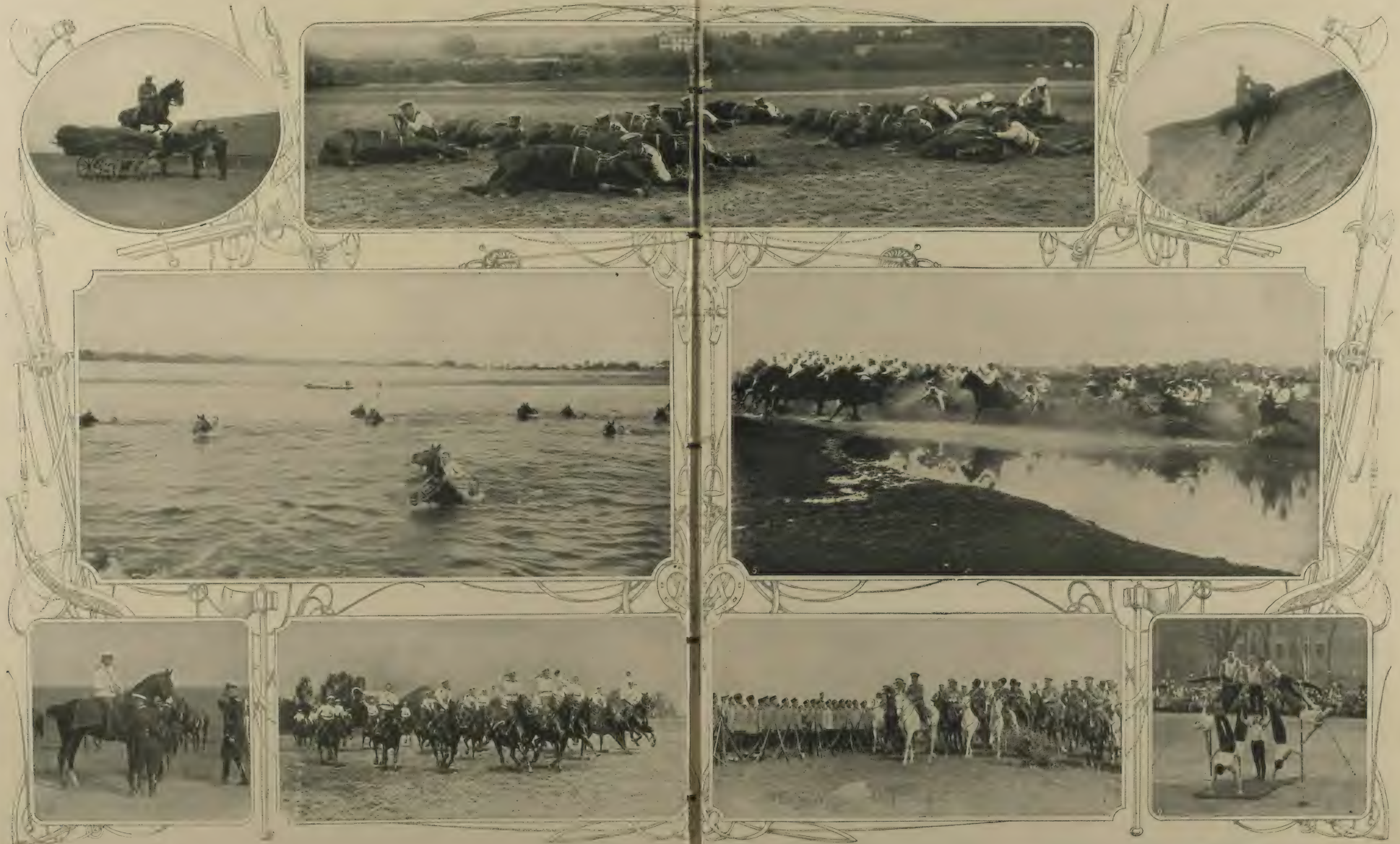
3. SABRE EXERCISES AT A BLOCK OF CLAY.
4. TRICK RIDING.
5. VAULTING.

6. TRICK RIDING.
7. USING THE LANCE.
8. USING THE LANCE.
9. JUMPING.
10. THREE RIDERS TO TWO HORSES.
11. HORIZONTAL BAR EXERCISE BETWEEN MOVING HORSES.

The Nicholas Cavalry School was founded by the Emperor Nicholas I. in 1823, for the training of cavalry officers. From it some 130 young officers are sent to the different cavalry regiments each year. Since 1896, the school has had a Cossack section. It is interesting to note that Lermontoff, "the poet of the Caucasus" was there for two years, from 1832.

REPRESENTING A WAR STRENGTH OF ABOUT FOUR MILLION MEN: THE RUSSIAN ARMY IN TIME OF PEACE.

PHOTOGRAPHS BY DALMATOFF AND BULLA.



1. JUMPING PRACTICE: A RUSSIAN OFFICER TAKING A LADEN CART.
2. DURING MANOEUVRES: RUSSIAN CAVALRYMEN USING THEIR HORSES AS "BREASTWORKS."

3. RIDING PRACTICE: A RUSSIAN OFFICER MAKING A DIFFICULT DESCENT.
4. SWIMMING THEIR HORSES ACROSS: RUSSIAN CAVALRY IN THE VISTULA.
5. A CHARGE OVER WATERY GROUND: RUSSIAN CAVALRY ENGAGED ON MANOEUVRES.

6. THE HEAD OF THE ARMY: THE EMPEROR OF RUSSIA AT MANOEUVRES.
7. A DIGITOWKA EVENT: RUSSIAN CAVALRY RIDING WHILE STANDING IN THEIR STIRRUPS.

8. INSPECTING MEN OF HIS ARMY: THE EMPEROR OF RUSSIA IN THE FIELD FOR MANOEUVRES.
9. PHYSICAL TRAINING: GYMNASTIC EXERCISES BY RUSSIAN SOLDIERS.

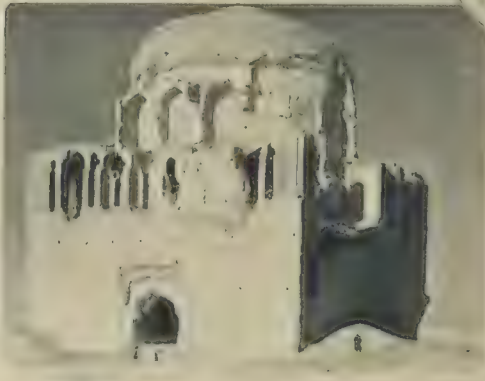
The Chief of the General Staff stated the other day that it had been decided to arm the howitzer divisions of the Russian Army with new howitzers, and the infantry with machine-guns. He said, further, that measures had been taken to make easier the speedy mobilisation and transport of the army, and to perfect the intelligence and aviation branches. Indeed, everything was being done to secure the readiness of the army. A Bill had been drawn up allowing for a considerable strengthening of the Russian military forces, the formation of new bodies of infantry and cavalry and other arms, and the reorganisation of the field artillery with regard to an increase in the number of guns with the field

batteries of the Army Corps. In a year, Russia has increased her air-craft tenfold, and has doubled the number of her dirigibles. According to the "Russian Year-Book for 1913," the total peace strength of the Russian Army is 1,100,000 of all ranks, and the war strength about 4,000,000; but this figure includes garrison troops, and the Opolcheniye (now numbering about a million). The actual field army which might be mobilised on one spot at a given moment is estimated at about 2,000,000. Of late years greater attention has been paid to musketry in the Russian army; volley-firing is no longer in evidence; formations are looser; and instruction in field fortification is much more thorough.

insulated and encouraged both by the Central, Provincial, and District Government. These home-made goods are usually bought by middlemen, who sell them at local fairs. Under this heading we must not forget to mention the vast amount of home-work produced by women, such as laces, drawn work, all sorts of embroideries, carpets, and many fabrics of wool and silk.

OTHER INDUSTRIES.

The chief capitalist industries of Russia are the cotton industry, the woollen industry, the flax, jute, hemp, and silk industries. In 1910 Russia had 159 spinning-mills, with over 8,000,000 spindles and 145,000 operatives. In 1910 fifty per cent. of the cotton used was Russian-grown.



PICTURESQUE RUSSIAN TURKISTAN: AN OLD MOSQUE.

The other or imported half is chiefly American cotton, re-shipped to Russia from England. In 1910 Russia had 359 mechanical weaving mills, with 213,179 looms and 255,000 operatives. Russian-made cotton goods are exported to the value of £2,500,000 sterling to Persia, Mongolia, and China. In 1908 there were 1037 woollen enterprises, valued at £22,500,000 sterling, with a total of 142,049 operatives (88,669 men, 50,355 women, and 3025 children). It is interesting to note that from the times of Peter the Great down to about the year 1825—that is, down to the reign of Nicholas I.—Russian mills worked chiefly for the supply of the army, and only about 1860 began to work for the market. The chief woollen-industry provinces are those of Moscow, Tchernigov, Simbirk, Tambov, the Baltic and Polish provinces. The finer materials are made in the Moscow industrial region. At present there are also 380,000 spindles in the Russian flax-mills, besides 41,000 twisting spindles engaged in thread-making.



THE BIRD IN POSSESSION: A STORK NESTING ON A TOWER IN BOKHARA.

Bokhara is a citadel, and the town, which is nearly eight miles in circumference, claims over 350 mosques.

At the present time there are ten jute-factories in Russia, with 45,000 spindles and about 2400 looms, employing 10,638 operatives, and a production valued at £16,377,200. Nearly all Russian jute-factories are engaged

in manufacturing sacks. Rope-making works were first started at Kholmogry, near Archangel, by the English, and received a great impetus during the reign of Peter the Great. During the last twenty years a considerable manufacture of rubber goods has sprung up in Russia. The total annual production is valued at £10,000,000. Among rubber goods goloshes hold an important place. One firm alone, the Provodnik Company, produces 42,000 pairs daily. Russian goloshes are sold in Germany, the three Scandinavian kingdoms, the Near East, China, South America, Australia, and even in Patagonia. Russian motor-tyres are sold all over the world. Rubber-sponges are practically a monopoly of Russian firms, owing to their excellent make. The Provodnik Rubber Company pays a dividend



PICTURESQUE RUSSIAN TURKISTAN: AN OLD MOSQUE.

of over 12 per cent.; another company even 25 per cent.

THE RAILWAYS.

The first railway ever built in Russia was a purely "suburban" line from St. Petersburg to Pavlovsk, a distance of 25 miles, and was opened in 1836 (during the reign of Nicholas I.). The first great railway line built was the so-called "Nicholas" Railway (named after the Emperor whose energy and strength of decision greatly hastened its completion, and who insisted on the line being as direct as was humanly possible), a line 400 miles long, connecting the new capital of the Empire, St. Petersburg, and the old capital, Moscow. It was opened in 1851. Its vast importance lies in the fact that it connects not merely two capitals, but that each of those terminal cities houses about 1,750,000 inhabitants, representing a large part of the wealth and intelligence of the land. After the Crimean War was built the first line connecting Russia with the rest of Europe—

(Continued overleaf.)



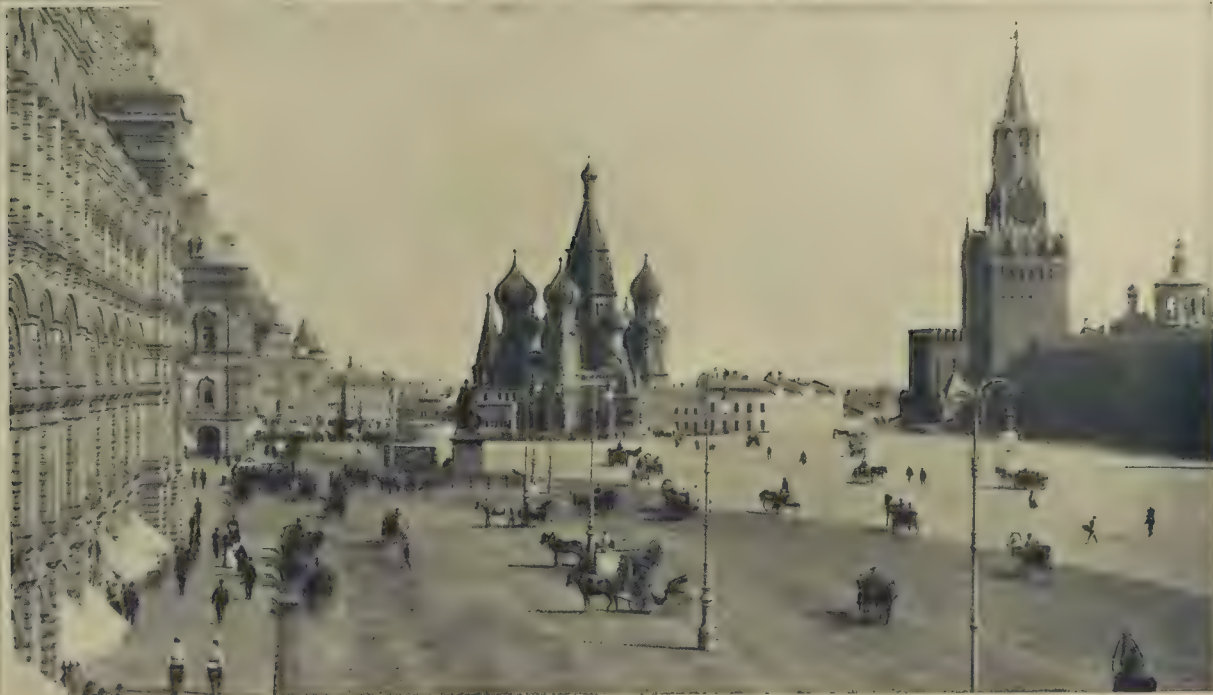
IN A TOWN IN THE MIDST OF FERTILE PRAIRIES: A MONASTERY IN BORISOGLEYBSK.



IN RUSSIAN TURKISTAN: FINE OLD MOSQUES RECALLING THE ARCHITECTURAL GLORIES OF ANCIENT SAMARKAND, ONCE RENOWNED AS A SEAT OF LEARNING.

RUSSIA'S SECOND CAPITAL AND CHIEF COMMERCIAL CENTRE: MOSCOW.

PHOTOGRAPHS BY DAZIARO.



1. SHOWING THE REMARKABLE SIXTEENTH-CENTURY CHURCH OF ST. BASIL THE BEATIFIED: THE RED SQUARE, MOSCOW.

2. SHOWING A PART OF THE KREMLIN, ENCLOSED IN ITS FIFTEENTH-CENTURY WALLS: A VIEW OF THE MOSKVARETSKY BRIDGE—AND THE CITADEL.

The city of Moscow, second capital of the Russian Empire, the place of Coronation, and the seat of the Metropolitan, as well as the most famous commercial and railway centre of Russia, was founded in the middle of the twelfth century, and was the capital of the empire until Peter the Great chose St. Petersburg in its stead. With regard to the photographs here given, it may be said that the Red Square is a magnificent open space bounded on the west by the walls of the Kremlin. Amongst other fine

buildings, it contains the wonderful church of St. Basil the Beatified, a remarkable specimen of sixteenth-century Russian architecture. This is seen in the centre of the photograph. The Kremlin, Moscow's citadel, is about a mile and a-half round. Enclosed within its walls, which date from the end of the fifteenth century, are the Imperial Palace, the Miracle Monastery, the Arsenal, the famous Great Bell, the Cathedrals of the Assumption, the Archangel Michael, and the Annunciation; and the Ascension Convent.



RUGGED SCENERY IN CAUCASIA: THE GEORGIEVSK BRIDGE.

that is, the Warsaw-Vienna Railway, opened in 1857. In 1861 the St. Petersburg-Warsaw Railway was inaugurated, and travellers from the Russian capital were able for the first time to go by rail from the north of Russia to Western and Central Europe. In 1863 the Vilna-Kovno-Eydtkuhnen line was opened, and established the first direct Russo-German railway connection. In the 'sixties important lines were also built from St. Petersburg to Riga, Libau, and other cities in the Baltic provinces, as well as from St. Petersburg through the whole south of Finland to Helsingfors, the Finnish capital.

During the same period important lines were built from Moscow due south to Tula, Kaluga, Orel, Kursk, Charkov, and the Crimea (Sebastopol); also south-west to Kiev; west to Smolensk and Warsaw (thus, by about 1868, Moscow as well as St. Petersburg had direct railway communication with Central and Western Europe); north to Yaroslavl on the Volga; east to Riazan and Vladimir respectively. Then followed lines from Kiev to Odessa and many cities of south-western and south-eastern Russia, and to other points

on the German and Austrian—later also Rumanian—frontiers.

The first Caucasian line was the Poti-Tiflis Railway, opened in 1871-73, across the Suram Pass (about 4000 feet high). In 1882 it was continued all the way to Baku, on the Caspian Sea (total length from Black Sea to Caspian Sea—that is, Batum to Baku, 540 miles). In 1874 an important line was finished from Rostov on the Don through all Cis-Caucasia to Vladikavkas; in 1899 this line was continued via Petrovsk and Derbent, and joined the Trans-Caucasian main line near Baku. In 1899 the Tiflis-Kars line was finished, in 1902 the Alexandrapol Erivan line, and about 1906 the Erivan-Djulf railway. By 1906 it was, therefore, possible to travel by rail from St. Petersburg and Riga on the Baltic, and Archangel on the White Sea, via Moscow, south to Rostov, Baku, Tiflis, Erivan, and the Persian frontier near Djulfa.

The Central Asian Railway, built by military railway battalions, was begun from the Caspian sea-coast in 1877; it reached Askhabad (capital of Trans-Caspia, close to the Persian



IN PICTURESQUE NORTHERN CAUCASIA: THE SLANTZEVEY GORGE.

At the beginning of the present year the total length of all Russian railways (including Finland) amounted to about 45,000 miles, or double the length of the railway system in the United Kingdom. Seventy per cent. of the railways are State railways, 30 per cent. belong to companies. Among the companies the following paid the highest dividends in 1911: Vladikavkas Railway, 44 per cent.; Moscow-Kazan, 31½ per cent.; Moscow-Kiev-Noronezh, 28 per cent.; Moscow-Windau-Rybinsk, 11 per cent.; and the South-Eastern Railway, 9 per cent.

OTHER EVIDENCES OF MATERIAL DEVELOPMENT.

Among the innumerable other visible signs of economic improvement it may be mentioned that the foreign trade of Russia rose from £13,500,000 sterling in 1900 to over £250,000,000 in 1911; Russian manufactured goods have increased in value from £204,840,000 to £306,970,000—that is, by 44½ per cent. The crops have increased by 33 per cent. since 1890, while deposits, both in State savings-banks and in other banks, have doubled.

SERGEI DE VESSELYTSKY.



IN A GREAT OIL-PRODUCING DISTRICT: A BORER AT BAKU.

province of Khorassan) by 1882, Samarkand (where Tamerlane lies buried) by 1886, and Tashkent by 1899. Its total length (largely through deserts) is 1045 miles, and it also passes through the vassal State (Emirate) of Bokhara. About the same time a branch line was opened from Merv to Kuskh (Afghan border), and another from Tcherniaev to Andijan (near the Pamir region).

In Eastern Russia, the railway had by 1891 already crossed the Urals and reached Tcheliabinsk. Thence it was continued (1891-99), via Omsk, to Irkutsk and Lake Baikal (Trans-Siberian Railway). By 1903 railway communication was available from St. Petersburg and Moscow, via Siberia and Manchuria, to Vladivostok on the Pacific Ocean, as well as to Mukden and Peking. Since January 1906 the mails from Great Britain and all Western and Central Europe go through Russia, Siberia, and Manchuria to China, Corea, and Japan.

Travellers are thus able to get in 10½ days from London to Peking, and in 12½-14 days to Japan (respectively via Corea and Vladivostok).



SIGN OF A GREAT RUSSIAN INDUSTRY: AN OIL-WELL AT BAKU.



THE OIL INDUSTRY IN RUSSIA: SINKING A WELL AT BAKU.

THE RUSSIAN RIVIERA: ON THE CAUCASIAN COAST OF THE BLACK SEA.



1. FIFTEEN MILES FROM SUKHUM-KALE, THE SEAT OF THE ANCIENT DIOSKURIA AND OF A RUINED TURKISH FORTRESS; GAGRY, SEAPORT AND WATERING-PLACE.

3. ON THE BLACK SEA, THE PICTURESQUE CONVENT OF THE NEW ATHOS.

Gagry is a fine open roadstead. Sukhum-Kale, fifteen miles from it, is the seat of the ancient Dioskuria, and it has been claimed for it that it is the best roadstead of the east coast of the Black Sea, for it is never closed by ice. An idea of the fertility of the Caucasus may be gained from the statement that over 250 varieties of trees

2. TROPICAL LUXURIANCE IN CAUCASIA; A CORNER OF A BEAUTIFUL GAGRY GARDEN WITH PALMS, BANANAS, AND SO ON.

4 AND 5. PROOF OF THE FERTILITY OF CAUCASIAN SOIL; TEA-PLANTATIONS.

and shrubs grow there. With regard to the last two photographs, it may be mentioned that the raising of the tea plant along the coast of the Black Sea is making most satisfactory progress, and it may also be remarked that Russian tea has a high reputation which is well deserved.

MIGHT OF IMPERIAL RUSSIA: GREAT FIGHTING-SHIPS OF THE TSAR'S NAVY.

DRAWN BY NORMAN WILKINSON, R.I.



FORCE OF WHICH THE EMPEROR OF RUSSIA IS THE HEAD: VESSELS OF HIS IMPERIAL MAJESTY'S NAVY—THE ARMoured CRUISER "RURIK"; A DESTROYER; THE BATTLE-SHIP "ANDREI PERVOZWANNI"; THE BATTLE-SHIP "POLTAVA"; AND THE BATTLE-SHIP "IMPERATOR PAVEL I."

"The Duma sanctioned on June 19, by 228 votes to 71" (we quote "The Russian Year-Book" for 1913) "the 'Naval Quinquennate,' continuing the reconstruction of the Russian Navy at 41,000,000, as finally determined, of 41,000,000, spread over five years. The money is to be spent in building four Super-Dreadnoughts, each of 20,000 tons, with a speed of 20½ knots, and armed with nine 14-inch guns; four medium-sized cruisers; a number of sea-going torpedo-boats; and twelve submarines. All these are for the Baltic Fleet, for

which four Super-Dreadnoughts, each of 23,000 tons and a speed of 23 knots, were launched last year; and the sum voted is also to provide two small cruisers for the Black Sea Squadron, and two, with six submarines, for the Pacific. For the Black Sea Squadron it had already been decided to build four Super-Dreadnoughts (of which three were begun last year), nine large destroyers, and six submarines; and no doubt some day there will be an Arctic Squadron likewise, with its base at Ekaterinsk, on the Murman Coast."

RUSSIA'S REMARKABLE GROWTH: THE ANGLO-RUSSIAN TRUST.

AN IMPORTANT RUSSIAN LINE OF COMMUNICATION IN THE MAKING:
THE TROITZK RAILWAY UNDER CONSTRUCTION.

IT must be remembered that Russia is the largest country in Europe, and the Russian Empire comprises one-sixth of the earth's surface, being nearly as large as the British Empire. Russia and Great Britain control between them nearly one-half of the world's territories. It is, therefore, obvious that even closer bonds between these two great Powers are necessary, in the widest interests of the world's peace and prosperity. The most binding bonds are financial bonds. They endure where political and diplomatic engagements are often ignored or wilfully broken. The financial bonds that control Great Britain and Russia are steadily increasing with each succeeding year. The French and the Belgians have reaped rich harvests in the field of Russian finance. The British investor, slow but sure, is now following their lead and profiting by their success. He gives the clearest indication of extending his operations in the Tsar's territories.

No surer proof of Russia's wonderful prosperity can be demonstrated than is shown in a glance at the latest official figures published in connection with last year's harvest. We hear much of the prosperity of agriculture in the United States and Canada, which is proving such a lure to hundreds of thousands of British emigrants. For purposes of ready comparison the official figures of the last Russian harvest are here set out, parallel with the last figures obtainable concerning the harvests of the United States and Canada—

TOTAL ACREAGE UNDER CEREALS AND OTHER CROPS

RUSSIA.	UNITED STATES.	CANADA.
252,009,828	212,250,000	22,704,028
	OATS.	
46,935,928	35,300,000	9,219,920
	WHEAT.	
	49,000,000	10,373,958
205,073,900	BARLEY.	
	7,260,000	1,404,352
	RYE.	
	2,030,000	1,705,798
	POTATOES.	
11,553,459	3,590,000	696,000
	HAY AND CLOVER.	
97,482,312	40,000,000	7,903,242

The total area under oats and other cereals, potatoes, and natural grass in 1912 throughout eighty-nine Governments and provinces of the Russian Empire amounted to 361,045,636 acres.



Photo. Elliott and Fry.
CHAIRMAN OF THE ANGLO-RUSSIAN
TRUST AND THE BRITISH BANK FOR
FOREIGN TRADE: MR. C. B. CRISP.

This shows an increase of over 9,160,000 acres above the yearly average of the



INSPECTING THE LINE: M. NIKOLAI ALEXANDROVITCH SOUKHOMLINOFF (X), THE VICE-CHIEF OF THE ORENBURG COSSACKS, VISITING THE TROITZK RAILWAY.

quinquennial period, 1907-11. Of the total area under cereals, with the exception of oats, 92,283,255 acres were under winter



SHOWING THE INGENIOUS HAY-HOISTING DEVICE: FARMING, NEAR ST. PETERSBURG.

grain (rye and wheat), and 112,790,645 under spring grain. The percentages of the various crops were as

SIGN OF AN INDUSTRY WHICH IS OF CONSIDERABLE IMPORTANCE TO RUSSIA: LOGS ON THE WATER NEAR ST. PETERSBURG.

follows: oats, 13 per cent.; other cereals, 56.8; potatoes, 3.2; natural grass, 27.

What do these figures show? They show that Russia's present productive area for cereals is considerably larger than that of the United States and Canada combined. Russia has more land under wheat, rye, oats, potatoes, and harvest grass than the Great Republic and the Great Dominion together. Russia's crop area is more than ten times greater than Canada's. Russia's extraordinary harvest and her wonderful progress in agriculture are due to certain well-defined causes, amongst which may first be enumerated the peace and consequent prosperity of the country since 1906; secondly, the increased production of mineral fertilisers, the consumption of which has increased from 365,461 tons in 1908 to about 1,000,000 tons in 1912; thirdly, the great increase in the imports and home manufacture of agricultural machinery, the value of the former having risen from £2,190,476 in 1906 to considerably over £6,000,000 in 1912, and the imports and home production in the latter year reaching a total of,

approximately, £13,000,000; fourthly, the increase in the number of agricultural societies, which now number nearly 4000, and of pupils in the agricultural schools, now over 15,000, besides 300,000 peasants who attend special courses and lectures; and last, but not least, the increased agronomical staff. The latter reached last year a total of 5185, composed of specialists and in-

WITH THE GRAIN SHOULDER-HIGH: A FIELD OF WHEAT IN THE NORTH OF RUSSIA.

structors supported by Government or public funds. Their work has resulted in assisting growers to a standard of more intensive culture of their land.

Beyond all this the Russian farmer and peasant have been aided by their paternal Government with loans for purposes of further productivity. The majority who have availed themselves of this assistance have been peasants, who utilise the funds so acquired to irrigate, increase the area under grass, and for co-operative purposes in such specialised branches as butter-making.

Another predominant factor in the prosperity attending Russian agriculture is the change from the communal system of peasant holdings to the individual system now in vogue. The Government commenced the existing land organisation in 1906, and it now affects about 54,000,000 acres, or considerably more than twice



DURING THE THIRD YEAR AFTER ITS PLANTING: AN ORCHARD IN THE GOVERNMENT OF BESSARABIA.



OUTWARD AND VISIBLE SIGN OF PLENTY: A HARVESTING SCENE NEAR ST. PETERSBURG.

Continued
the entire crop area of Canada. This area contains over one million separate peasant holdings. On these the owners may work independently, and inaugurate such improvements and free methods of development as were quite impossible under the old sterilising system of communities.

To show what solid assistance the Russian Government yields to the nation's agriculture, it may be stated that for the past five years they have expended a sum equal to

have been almost doubled; oil-seed cakes exported have been increased in value nearly 64 per cent.; the value of flax exports rose from about £1,200,000 to nearly £7,000,000; whilst the value of hemp exports has increased considerably. Russia sent the United Kingdom £3,312,500 worth of butter in 1911, and nearly £3,800,000 worth of eggs. Over £1,700,000 worth of sugar was sent to us, and over £2,465,000 worth of dressed and undressed flax. The values of the wheat, barley, and oats exported to the United Kingdom totalled nearly £11,300,000.

But the best augury for Russia's development is the progressive railway policy of the Government associated especially with the name of the Premier and Minister of Finance, M. Kokovtsoff, which shows that there is a new spirit in Russia determined to make the most of the country's opportunities. Although Russia is already furnished with 43,000 miles of railway (and this does not include Finland), it is a vast country, and its riches and population promise an immediate return on new lines breaking

new country or linking together existing lines. Development in this direction has been immensely assisted by the Government; they have made it possible to borrow the necessary money on a large scale from abroad by giving an unconditional guarantee both as to interest and capital of bonds



AN INDEX TO PROSPERITY: A CHARMING COUNTRY HOUSE IN THE SOUTH-WEST OF RUSSIA.

£10,052,910 in land organisation. That is equivalent to £2,012,582 per annum, as against the annual allowance of £253,539 for this year's work of the Board of Agriculture and Fisheries estimated by the British Government. There are 12,000 officials and surveyors on the staff. The result of this Governmental care, and its reaction upon the national endeavour, is seen in improved crop-rotation, specialised culture, and generally better methods of stock-raising and land-working.

Owing also to the large amount of emigration to Siberia, some three-and-a-quarter million acres of land in European Russia have been freed and taken up by the home peasantry, with profitable results. The Siberian emigrants, on the other hand, have opened up and reclaimed another 54,000,000 acres in Siberia, at a cost to the State, during the last five years, amounting to over £12,500,000.

Of recent years there has been a notable advance in the exports of agricultural produce, excepting foodstuffs. The latter are obviously required for the enormous growth in the population. The exports of linseed



WITH BLUE SILK NET TO PREVENT THE SNOW FROM SPRAYING THE OCCUPANTS: A SLEIGH IN MOSCOW—THE KREMLIN IN THE BACKGROUND.

From the Picture by Frédéric de Haenen; Reproduced from "Moscow," by Courtesy of the Publishers, Messrs. Adam and Charles Black.

issued with their approval for this purpose. These imperially guaranteed railway bonds have found a ready market in London, Paris, and Berlin, where the immense financial strength of the Russian Government is realised, though the precise sources of its wealth are sometimes ignored, at any rate in this country.

The growing popularity of these Russian railway bonds in England, and the awakening to the immense resources of Russia, have led naturally to the establishment of financial institutions to deal with the new situation. Banks have been formed, such as the Anglo-Russian Bank (now the British Bank for Foreign Trade, Ltd.); and important Russian banks, such as the Russian Commercial and Industrial Bank, have opened branches in London, all with a view to providing the demand for financial facilities between the two countries. To facilitate investment, investing trust companies such as the Anglo-Russian Trust have been formed for the purpose especially of introducing Russian Government guaranteed municipal and other loans and securities to the London market. Since its formation in November 1909, the Anglo-Russian Trust has issued bonds and other securities to a total nominal value of £14,680,220, of which £9,634,040 is represented by railway bonds guaranteed by the Russian Government, and £3,306,300 by Russian municipal bonds, as will be seen in the following table—



REMARKABLE SIXTEENTH-CENTURY RUSSIAN ARCHITECTURE: THE CHURCH OF ST. BASIL THE BEATIFIED IN THE RED SQUARE, MOSCOW. From the Picture by Frédéric de Haenen; Reproduced from "Moscow," by Courtesy of the Publishers, Messrs. Adam and Charles Black.

Armavir-Touapsé Railway Russian Government Guaranteed 4½ per cent. Bonds	£2,222,220
Kokand-Namangan Railway Russian Government Guaranteed 4½ per cent. Bonds	102,100
Troitzk Railway Russian Government Guaranteed 4½ per cent. Bonds	3,095,900
Black-Sea-Kuban Railway Russian Government Guaranteed 4½ per cent. Bonds	1,913,760
Kahetian Railway Russian Government Guaranteed 4½ per cent. Bonds	1,400,000
Wolmar Railway 4½ per cent. Bonds, Guaranteed by Government of Livonia	17,880
City of Baku 5 per cent. Gold Bonds, issued in London and Brussels	2,857,140
City of Vilna 5 per cent. Gold Bonds	449,100
The British Bank for Foreign Trade, Ltd.	1,200,000
The Russian Commercial and Industrial Bank, Issue New Shares	300,000
	£14,680,220

The scope and strength of the activities of such institutions enables them to support extensive organisations in Russia and in this country, through which they have access to the most reliable data and information on all matters connected with Russian business, in a manner quite beyond the reach of the individual investor. Many investors have preferred, by purchasing shares in such

Trust Companies, to participate in Russian prosperity through their intermediacy rather than to rely on their own information. Investment Trust Companies have been much favoured in Scotland, in connection especially with American securities, and an interesting development of the desire for investment in Russian securities is the opening of a branch of the Anglo-Russian Trust in Edinburgh.

In fact, thanks largely to the sympathetic attitude of the Russian Government and the establishment of Anglo-



SPECIALLY BRED IN THE GOVERNMENT OF ARCHANGEL: A COW OF THE Kholmogorski BREED.

Russian financial institutions, the possibilities of Russia as a profitable field for investment are at last being appreciated in this country, and the general public are beginning to awaken to the great riches and the greater potential riches—agricultural, mineral, and industrial—of the Empire of the Great White Tsar.

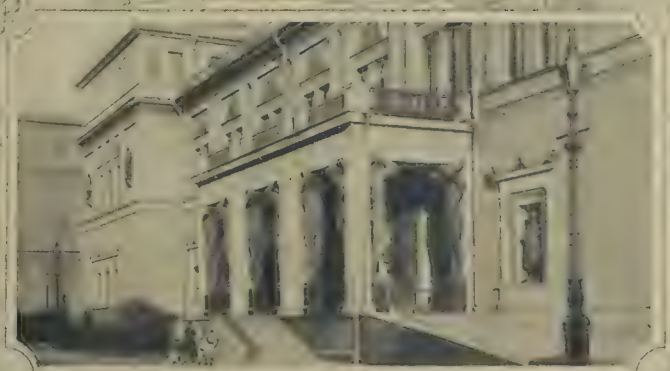


OFF DUTY: RUSSIAN SOLDIERS STATIONED IN MOSCOW DANCING IN BARRACKS.

From the Picture by Frédéric de Haenen; Reproduced from "Moscow," by Courtesy of the Publishers, Messrs. Adam and Charles Black.

FOUNDED BY PETER THE GREAT: ST. PETERSBURG, CAPITAL AND LARGEST CITY OF THE RUSSIAN EMPIRE.

PHOTOGRAPHS SUPPLIED BY L.N.A. AND BULLA.



1. THE CHIEF THOROUGHFARE OF ST. PETERSBURG: A VIEW OF THE WORLD-FAMOUS NEVSKY PROSPECT.
2. WITH THE RIVER NEVA IN THE FOREGROUND: A PHOTOGRAPH OF THE JARDIN D'ÉTÉ OF ST. PETERSBURG.

3. NEAR THE CATHEDRAL CONTAINING THE TOMBS OF MANY RUSSIAN RULERS: THE BRIDGE OF ST. PETER AND ST. PAUL, AND THE FORTRESS.
4. SHOWING THE GARDENS: THE ADMIRALTY BUILDING, AT ONE END OF THE NEVSKY PROSPECT.

5. SPANNING THE GREAT NEVA: THE NICHOLAS BRIDGE; AND ITS NEIGHBOURHOOD.
6. A CENTRE OF MUCH MOVEMENT: THE PLACE DE LA GARE, NICHOLAS QUAY.
7. SEAT OF REASON AND RELIGION: THE BUILDING OF THE SENATE AND SYNOD.

8. A PLACE OF DELIBERATION: THE BUILDING OF THE COUNCIL OF THE EMPIRE.
9. RUSSIA'S HOUSE OF COMMONS: THE DUMA BUILDING.
10. A FINE MUSEUM: THE HERMITAGE—ITS PORCH.

St. Petersburg, capital of the Russian Empire, is the largest city of that empire, and one of the six largest cities in Europe. It was founded, in 1703, by Peter the Great, who compelled thousands to remove their residences to it. Since then, of course, it has been developed enormously. Of the founding of St. Petersburg it is written in "St. Petersburg" (published by Messrs. Adam and Charles Black): "After careful exploration, Peter's choice fell upon the point where the Neva, before entering the Gulf of Finland, branches into three main channels . . . which form a number of islands. . . . On the first of these . . . Peter started the building of the fortress of St. Petersburg. . . . On May 16, 1703, Peter the Great, surrounded by his officers and friends, cut the first turf in the centre of Yanni-Saari, and buried a stone casket containing relics of St. Andrew the Apostle, and a few gold coins.

Having turned up a couple of sods with a soldier's spade, he placed one on the other in the form of a cross, and commanded a cathedral to be built there, within the walls of a fortress, dedicated to the Apostles Peter and Paul." With regard to certain of these photographs, it may be said that the Nevsky Prospekt is the most important main thoroughfare of the city. The fortress of St. Peter and St. Paul has within it the Cathedral of the same name, which contains the tombs of all the Sovereigns of Russia since the founding of St. Petersburg, save that of Peter II., who was buried in Moscow. Of the Hermitage, we have something to say under our two pages of illustrations of some of its treasures—treasures, some priceless, others the delight if not the envy of the foremost connoisseurs throughout the world.

A GREAT ASSET TO TRADERS: THE RUSSO-ASIATIC BANK.

A STUDY of the conditions of trade between Russia and Asia introduces us at once to that powerful institution the Russo-Asiatic Bank, which supplies to so many Russian and Chinese merchants the funds necessary for their commerce, and which conducts large trading operations also in the other countries of Asia.

Public opinion, being mostly occupied with political questions, is little interested in enterprises of a private nature, forgetting, perhaps, that the latter play a prominent part in the history of civilisation and culture—a part of greater importance than wars and the negotiations of diplomatists.

Among such enterprises is, without doubt, the Russo-Asiatic Bank, both as regards the extent and the variety of its activities, as well as its magnitude and the largeness

throughout the Chinese Empire, to issue its own bank-notes in the currency of the country, etc.

The capital of the Bank, which at the beginning did not exceed 6,000,000 roubles, was more or less insignificant compared with the problems laid out for the Bank by the statutes; nevertheless, its business was prudently and well conducted. This is partly explained by the fact that there stood at the head of affairs such prominent men as D. Pokotiloff, A. Rothstein, and others.

The Russo-Chinese Bank took on its shoulders the historic rôle of continuing a business commenced more than a thousand years ago, and of opening new markets for Russian trade. Mr. Pokotiloff organised in Pekin the first branch of the Bank, thus strengthening the economic relations between Russia and China. Branches were opened soon after at Shanghai, Tientsin, Hankow, Hong-kong, Chefoo, Newchwang (Inkow), Harbin, Dalny, Hailar, and other places.

The Chinese Government took part in the foundation of the capital of the Russo-Chinese Bank, subscribing in cash five million taels. This proves the importance which the rulers of China attached to the new bank.

At the beginning of the Russo-Japanese War the capital of the Russo-Asiatic Bank amounted to 24,800,000 roubles. That war locked up the resources of some of the branches of the Bank to a certain extent, but its general work continued with the same regularity. When the war was over the Bank again developed its operations. Political questions were relegated to the background, and attention was devoted to commerce and agriculture.

In 1910, as we have already stated, a great event occurred in the life of the Russo-Chinese Bank: it amalgamated with the Northern Bank, and the two banks commenced operations under the new title of the Russo-Asiatic Bank. The amalgamation enabled both banks not only to unite their large capitals, but to complete one another, and to operate on such a scale as they could not even think of before. It suffices to say that, during the second year of its existence, the operations of the Bank attained the large total of 56,206,486,728 roubles.

The new Bank took over all the assets and liabilities of the Russo-Chinese and Northern Banks, all the properties and all the branches of both banks. Its capital was now 35,000,000 roubles. All concessions and privileges allowed to the Russo-Chinese Bank were continued to the Russo-Asiatic Bank, whose activity was even further increased, since it was permitted to open branches and agencies not only in China, but all over the world.

At the time of the formation of the Russo-Asiatic Bank, the position occupied by Russia in the Chinese markets did not correspond to the capabilities of the country either as a producer or as a consumer. Other nations had got the trade of China into their hands, and the transactions of Russia were insignificant compared with theirs. In the East there already existed a certain contingent of Russian merchants, but it was not considerable, nor did it dispose of sufficient funds, consequently Russia's imports gave place even to those of such countries as Spain, Portugal, Sweden, and Norway.

The situation materially improved when the Russo-Asiatic Bank made its appearance. Russian and local traders at once received assistance in the form of cheap and accessible credit. Trade became brisk at once, business increased, and Russia gradually acquired for herself an important position in the Asiatic markets. The Russo-Asiatic Bank has now a network of branches, agencies, and commission agencies spread over practically the entire world, not only in the Far East and China, but in all the main centres of Russia, in the Caucasus, in Turkestan, in Japan and India, while it has branches also in London and Paris.

The Eastern branches, and especially those of Turkestan, feed the Moscow industrial region with flax, wool, and silk. In Siberia the Bank has its own gold-melting assay offices, and it provides China and Turkestan with silver. It conducts an extensive trade in the export of grain, thereby giving invaluable assistance to the agricultural industry of Siberia and the Caucasus. The Bank finances the great industrial enterprises, works, and factories, and participates in the issue of State and Municipal loans.

Nevertheless, in spite of the great development of the Bank's operations, its special care, now as formerly, is the trade of China, Manchuria, and Mongolia. The Bank continues to import wheat, gaolan, beans, and soya-beans into Russia, the Amour region, and Eastern Siberia. The

prices of these products on the spot have increased owing to the increased demand, and the native population has benefited thereby.

The Russo-Asiatic Bank has gathered into its hands a very large portion of the export of China as regards silk, tea, hides, cocoons, and other articles. The Bank has initiated a special feature of trade, which, formerly non-existent, has now become important. It is a matter of general observation that of late a great number of Chinese pedlars have taken to selling a kind of local silk-stuff called Chi-Tchun-tcha, as well as other products of Chinese industry. This small but useful business is due to the Russo-Asiatic Bank, which makes it possible for these men to obtain on the spot from large local manufacturers the goods with which they set forth for Europe, while their accounts with the manufacturers are settled through the medium of the offices and branches of the Russo-Asiatic Bank.

The resources of the Bank now include: Paid-up capital, 45,000,000 roubles; capital contributed by Chinese Government, 4,500,000 roubles; reserve funds, 23,000,000 roubles; deposits, 344,000,000 roubles. These figures give sufficient indication of the financial strength and power of the Russo-Asiatic Bank.

The following figures representing the transactions of the Bank's branches are of interest: In 1900, 9,478,000,000 roubles; in 1905, 34,136,000,000 roubles; in 1910, 53,969,000,000 roubles; in 1911, 56,206,000,000 roubles.

It cannot be said that the conditions under which the amalgamated Bank started its operations were favourable. In 1911 and 1912, in a considerable part of Asiatic Russia, the harvest was a bad one. The position of affairs in China, as is well known, was still more serious, as revolution and civil war prevailed in that country. All this shook to its foundation the trade and industry of the young Republic; however, thanks to the prompt measures taken at the time, and to the careful methods adopted, the Bank succeeded not only in avoiding serious losses, but in making a



Photo. Utap.

THE PRESIDENT OF THE RUSSO-ASIATIC BANK: HIS EXCELLENCY ALEXIS IVANOVITCH POUTILOFF



THE HEAD OFFICE: THE RUSSO-ASIATIC BANK, NEVSKY PROSPECT, ST. PETERSBURG.

of the capital invested in its business. The charter of that Bank was officially confirmed on July 30, 1910, but practically the Bank had existed long before that date. In 1910 an amalgamation of two Russian banks was effected—namely, the Russo-Chinese Bank and the Northern Bank, the former established in 1896, and the latter in 1901. The capital and reserves of these two banks were combined in 1910, when they commenced operations under the name of the Russo-Asiatic Bank. The spheres of the two combined banks were complementary to one another, for before the amalgamation the Russo-Chinese Bank worked principally in Siberia and China, where it had many branches and agencies; while the Northern Bank operated mostly in Russia, where it had many branches in the towns of European Russia. It had not extended its activities to Asia, although, owing to the development of its operations, it contemplated the necessity of doing so at a later date.

Thus the Russo-Asiatic Bank continues the business started by the Russo-Chinese and the Northern Banks, and, owing to its enormous capital and the number of its branches, and their wide distribution as compared with other banks in Russia, it occupies a high position among financial institutions.

We must now, in a few words, recall the origin and history of the Russo-Chinese Bank.

In 1894 the Chinese-Japanese War took place, and Japan dictated to China extremely difficult and humiliating terms of peace. Among these was one opening China to foreign exploitation, a condition which practically cancelled all the rights obtained by Russian trade in China. At this time Russian diplomacy entered on the scene, thanks to which the Chinese were able to conclude peace on more easy and honourable conditions. This peace opened a new page in Russo-Chinese trading relations. In 1895 the famous Chinese diplomatist and statesman Li-Hung-Chang signed a contract in Moscow giving to Russia the concession of constructing the Manchurian Railway, and regulating the basis of the activity of the Russo-Chinese Bank. The Bank was invested with large powers; it was allowed to receive payment of taxes



THE LONDON BRANCH OF THE RUSSO-ASIATIC BANK: 64, OLD BROAD STREET, E.C.

profit on the working of its first year of approximately 8,000,000 roubles.

These brilliant results attained by the Bank must be attributed mainly to its President, his Excellency Mr. A. I. Poutiloff, one of the principal initiators of the amalgamation of the Russo-Chinese Bank with the Northern Bank: a prominent and experienced financier, an indefatigable worker, and a worthy collaborator with Count S. I. Witte.

ANCIENT WEALTH OF RUSSIA: GEMS OF THE HERMITAGE COLLECTION.



1. A RHYTON—FOUND IN THE CRIMEA.

2. A SILVER COIN OF PRINCE VLADIMIR OF KIEFF (1015-1) AND A SILVER COIN OF PRINCE SVIATOPOLK THE DAMNED, OF KIEFF (1019).

3. A COIN OF PRINCE YAROSLAV THE WISE, OF KIEFF (1054).

4. AN EAGLE—FOUND IN SOUTH RUSSIA.

5. A NECKLACE—FOUND IN SOUTH SIBERIA.

6. A TERRA-COTTA VASE IN THE FORM OF A SPHINX—END OF THE FIFTH CENTURY, B.C.; FOUND IN TAMAN.

7. A SILVER VASE—FOUND IN SOUTH RUSSIA.

The Hermitage, at St. Petersburg, contains a very fine collection of objects of art, in which are included important pieces of ancient sculpture, one of the best galleries of paintings in Europe, and the remarkable examples of Greek jewellery, minor antiquities,

and textile fabrics discovered in the Crimea. Included in the building is a copy of the famous Raphael "Loggie" in the Vatican, a surviving masterpiece from the palace as it originally was, in the time of Catherine II.

BORN WITH THE ADVENT OF CHRISTIANITY INTO THE COUNTRY: RUSSIAN ART—SOME EXCELLENT EXAMPLES.

ALL PHOTOGRAPHS (EXCEPT

No. 8) BY DARZANO.



1. "RYE."—BY I. I. SHISHKIN.

2. "THE STORM."—BY I. AIVASOVSKY.

3. "IVAN THE TERRIBLE KILLS HIS SON."—BY REPINE.

4. "THE DEPARTURE FOR THE REGIMENT."—BY REPINE.

5. "THE SONS OF THE PAINTER."—BY V. SIEROFF.

6. "ZAPORAVIAN COSSACKS REPLYING TO A LETTER FROM THE SULTAN."—BY REPINE.

7. "THE KNIGHTS."—BY V. M. VASNETZOFF.

8. "ACTORS."—BY VLADIMIR MAKOVSKY.

9. "THE SWORD DANCE."—BY SIEMIERADZKI.

10. "HAULING A SHIP ALONG THE VOLGA."—BY REPINE.

Art in Russia may be said, roughly, to have begun with the advent of Christianity into the country, and for several centuries it was purely religious, whether it belonged to the one or the other of the great sections—the north or the south. It was distinctly Byzantine in its tendencies. The chief characteristic of the work of the south was a desire for realism. Kiev was the centre of this school, whose domination was of short duration. When Moscow became a political centre, another school was born, to reflect the colder northern spirit. Allusions to life were abolished, and severe asceticism was practised. At the beginning of the seventeenth century, the Kieff School fell under Polish influence

and the Byzantine influence was far less marked. Thanks to religious unity, the southern artists enjoyed easy access to the Muscovite kingdom, and they soon changed artistic tastes. Real enthusiasm for art only began in Russia, however, with the accession of the Empress Elizabeth. At that time the influence of France was very evident. Now Russia takes rank with various other artistic nations and does much to encourage the work of her painters. She has many notable schools of art, more especially the Higher School of Art of the Imperial Academy of Fine Arts at St. Petersburg, and the School of Painting, Sculpture, and Architecture at Moscow.

A MOST PROGRESSIVE BUSINESS: THE RUSSIAN COMMERCIAL & INDUSTRIAL BANK.

WHEN, in July of 1890, the Russian Commercial and Industrial Bank, organised in the December of the preceding year, first opened its doors for business, it met that keen competition which all new concerns must face whether they be great or small, well managed or ill. Other big banks had already been at work for fifteen or more years. Naturally, they put up a big fight. In the earlier period of its existence, more especially, the fresh House had to win its way despite strong and strenuous opposition on the part of its energetic seniors. But the determination of those responsible for it, and no lack of labour in its most expert form, won the day, and it is now the proud boast of

too, a considerable impetus was given to its persistent progress by the purchase of a large block of shares by English investors. Not only did these buyers bring their capital to the institution, but, what was even more valuable, fresh business of a very lucrative nature. Before that time, the Bank had profited, through its branches, from the prosperity of the rich agricultural provinces of the Empire, but it had not played a prominent part with other banks, especially in the capital. The incoming group obtained for it participation in State Guaranteed Loans, and it is significant that the name of the Russian Commercial and Industrial Bank has been identified with notable issues of capital in St. Petersburg and in London.

To such an organisation, need it be said, those in command are of paramount importance. It is never easy to break new ground; it is doubly difficult when fierce and able competition has to be dealt with and overcome. Legitimately, therefore, are those directing the concern to be praised for its prosperity, for the good work of the past and the most favourable auguries for the future. In this connection, a word about methods and personalities cannot be amiss. It may be noted then, for the benefit of those not familiar with such matters, that the control of a Russian bank is vested in the Managers—formed collectively into a body called the "Pravlenie"—and in the Council, which is selected from leading members of the community and is advisory. Certainly, such a combination is happy. The Chairman of the Council of the Bank is his Excellency Th. Schmidt, Privy Councillor, and Chairman of the Riazan-Uralsk Railway Company. The members are:—Mr. Gaston Bouniols (Paris and Belgrade), Officer of the Legion of Honour, Financial

Delegate in Serbia representing French holders of the Serbian Government Bonds issued in France; Mr. Peter Elisieff (St. Petersburg), Director of the "Russian Lloyd" Insurance Company; Mr. Michael Fedoroff (St. Petersburg), Director of the Riazan-Uralsk Railway Company, Chairman of the Port of St. Petersburg Elevator Company; Mr. Nicholas Fliege (St. Petersburg), State Councillor, Steward of the Imperial Household, Managing



CHAIRMAN OF THE BOARD OF DIRECTORS OF THE RUSSIAN COMMERCIAL AND INDUSTRIAL BANK: MR. W. ZOUROFF.



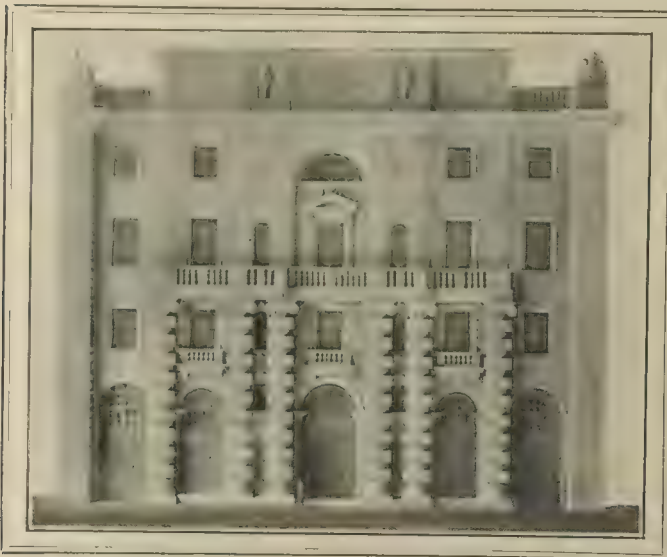
MANAGING DIRECTOR OF THE RUSSIAN COMMERCIAL AND INDUSTRIAL BANK: MR. I. M. KON.

Photo by Russkayas ana Egeler.

Photo by Russkayas ana Egeler.

Director of the Russian Insurance Company, Director of the North-Donetz Railway Company; Mr. Edouard Gouin (Paris), Director of the Crédit Mobilier Français, and of the Société de Construction des Batignolles; Mr. Bogdan Khanenko (St. Petersburg), State Councillor, Member of the Council of the Assembly of Representatives of Industry and Trade, Member of the Russian Society of Sugar Refiners; Prince Serge Koudacheff (St. Petersburg), Chamberlain of the Imperial Court, Director of the Podolia Railway Company; Mr. Karl Lazareff (St. Petersburg), Director of the Moscow-Windau-Rybinsk Railway Company, Director of the Podolia Railway Company, Member of the Council for Tariff and Railway Affairs, Candidate for the Directorship of the Novo-Zybkov Auxiliary Railway Company, Deputy-Chairman of the St. Petersburg International Warehouse Company; his Excellency Eugene Maximoff (St. Petersburg), Actual State Councillor; the Right Hon. the Earl of Orkney (England); Mr. Franz Sartisson (St. Petersburg), F. San-Galli Mechanical Works, Director of the Waterfall Electrical Company of St. Petersburg; Mr. F. Schmidt (Saratov); his Excellency Leo Schuchtan (St. Petersburg), Actual State Councillor, Chairman of the North-Donetz Railway Company, Director of the South-Western Railways Company, Director of the Riazan-Uralsk Railway Company, Director of the Northern Society of Tube-Rolling Mills and Mechanical Works; and his Excellency Gregory Wilenkin (London), Actual State Councillor. Mr. W. Zouroff is the Chairman of the Board of Directors, and the members of the Board are Messrs. I. M. Kon (Managing-Director); C. Birch Crisp (London); M. Pausner; and N. Tolmascheff. The Managers are Messrs. S. Friedland, S. Gunzburg, and C. Popoff; the Assistant-Managers are Mr. N. Assmus; the Chief Cashier is Mr. A. Jagodzinski; the Chief Accountant is Mr. N. Artamonoff; and the Secretary is Mr. S. T. Stepanov.

The London branch of the Bank is at 75-76, Lombard Street. In Paris it is to be found in fine premises in the Rue Scribe, overlooking the Place de l'Opéra. At St. Petersburg, imperative need for more accommodation forced it to acquire a new site, and, as was noted last year, the leading Russian architects competed to design the new premises for erection in the Morskaja, the first thoroughfare of the capital.



THE NEW PREMISES FOR THE HEADQUARTERS OF THE RUSSIAN COMMERCIAL AND INDUSTRIAL BANK: THE FINE BUILDING IN THE MORSKAJA, ST. PETERSBURG.

the Russian Commercial and Industrial Bank not only that it has an honoured name, that it has the fullest confidence of the public, but that for these very reasons it can claim to rank with the leading banks of the Russian Empire. So do ability, acumen, and the recognition of those qualities tell the familiar story of success achieved.

In such a case, figures must be accepted as the best test. Witness those for seven years—from 1906 to 1912. They are eloquent of the great development of the Bank's operations—

	1906. Thousands Roubles.	1912. Thousands Roubles.	Increase. Per cent.
Capital of the Bank (share capital and Reserve Fund)	12,000	44,000	267
Aggregate turnover...	4,805,000	22,375,000	366
Bank Premises Redemption Account	43	157	265
Cash in hand and at bankers	5,510	18,155	230
Bills discounted	60,850	345,680	417
Trade warrants, etc., discounted	5,980	11,930	100
Bills and transport documents on commission ..	160,580	462,770	188
Stocks and bonds bought and sold	77,190	1,066,500	1282
Foreign Exchange operations	60,630	1,408,420	2014
Gold and silver bullion bought and sold	7,760	9,940	28
Loans against stocks and bonds	56,710	513,420	805
Loans against merchandise	58,500	136,150	133
Loans against transport documents	40,250	93,490	130
Deposit and current accounts	38,700	181,355	370
Total of Balance-Sheet ..	108,170	518,160	378

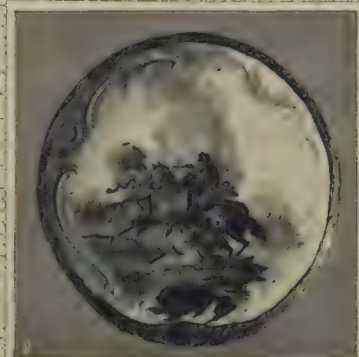
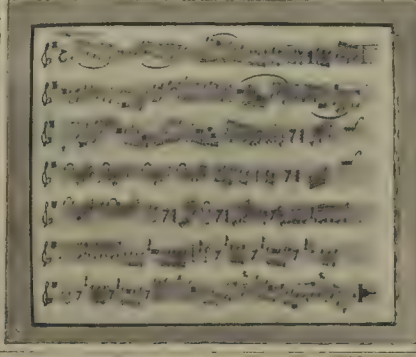
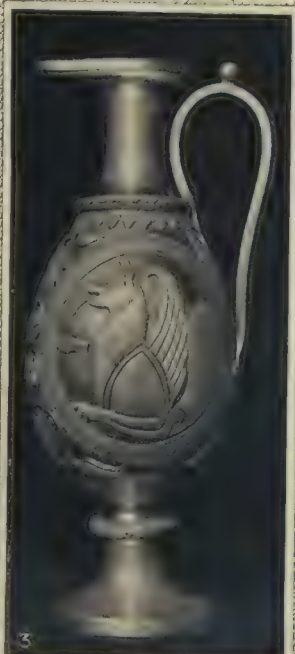
In 1906 the number of offices was 38; in 1912 it was 111—an increase of 192 per cent. To this bare fact must be added the statement that offices of the Bank are to be found in all the chief commercial centres of Russia—notably in the most important Volga region, where an enormous trade is done in grain. Thirty-eight per cent. of the branches are in this district; the others are distributed as follows: Central Provinces, 21.2 per cent.; South-western Region, 17 per cent.; Northern Region, 10 per cent.; Northern Caucasus, 8 per cent.; Siberia and Turkestan, 4 per cent.; Abroad (London and Paris), 1.8 per cent. Furthermore, it has the distinction of being the only bank in St. Petersburg which has numerous metropolitan branches—eight. In view of such points, it is not surprising that it has paid a regular dividend at the rate of 9 per cent. since 1906, and that its shares are being introduced into Paris and London Exchanges. Three years ago,



A BRANCH OF THE RUSSIAN COMMERCIAL AND INDUSTRIAL BANK: A VIEW OF THE PUBLIC OFFICES IN THE BANK'S PREMISES AT SARATOV.

RUSSIAN ART OF OTHER TIMES: GEMS OF THE HERMITAGE COLLECTION.

PHOTOGRAPHS BY SUROP AND NIKOLAIIVSKY.



1. A GOLDEN GOBLET ENRICHED WITH DIAMONDS—RUSSIAN WORK OF THE END OF THE 18TH CENTURY; FORMERLY OWNED BY THE EMPRESS CATHERINE II.
2. A SILVER-GILT BOWL—18TH CENTURY; REIGN OF THE EMPRESS ELIZABETH PETROVNA.
3. A PERSIAN SILVER JUG—OF THE SASSANIAN PERIOD (4TH CENTURY); FOUND NEAR KHARKOV IN 19TH CENTURY.
4. A TABLE IN STEEL ORNAMENTED WITH GOLD AND SILVER—RUSSIAN WORK OF THE 18TH CENTURY.
5. A BOUQUET IN PRECIOUS STONES—18TH CENTURY; FORMERLY OWNED BY THE EMPRESS ELIZABETH.
6. A TABLE IN STEEL ORNAMENTED WITH SILVER—RUSSIAN WORK OF THE 18TH CENTURY.
7. AN ORDER OF ST. GEORGE PORCELAIN PLATE—18TH CENTURY.
8. A PORCELAIN SNUFF-BOX—FROM THE IMPERIAL PORCELAIN WORKS; SECOND HALF OF THE 18TH CENTURY.
9. A PORCELAIN SNUFF-BOX—FROM THE IMPERIAL PORCELAIN WORKS; SECOND HALF OF THE 18TH CENTURY.

The Hermitage, in St. Petersburg, which houses a magnificent collection, owes its being to Catherine II. and originally took the form of a pavilion of moderate size. It was rebuilt in the nineteenth century, particularly that it might be used as a museum. It is in the Neo-Greek style and admirably arranged for its purpose. It is 375 feet by 512 feet; with two interior courts. Ten colossal human figures support the porch, and sixteen magnificent monolithic columns the roof of the grand hall.

THE OPENING-UP OF SIBERIA :



Photo. Alexander Semenenko.

THE TROITZK RAILWAY COMPANY.

THE extensive colonising of Siberia in general, and of Western Siberia in particular, together with the yearly increase in the export of Siberian products, raised the question of the construction of railways which would facilitate the transport of the products of this extremely rich district, hitherto entirely lacking in means of communication, to the markets of the consumers. The first of the private railway companies which attempted to begin this task was the Troitzk Railway Company, which was approved by the Russian Government on April 13-26, 1910. The founders of this company were Acting State Councillor A. I. Poutiloff, State Councillor M. A. Soloveychik, and Engineer Denisoff.

The Troitzk Railway Company undertook in the first place to build a line from the station of Tcheliabinsk, which is an important junction on the Siberian main line connecting European Russia with Siberia and the start of the Great Trans-Siberian Railway, to the city of Troitzk in the province of Orenburg, which is situated 103 versts (about 70 miles) to the south-east of Tcheliabinsk.

After the line between Tcheliabinsk and Troitzk had been opened to regular traffic, the railway company received permission to extend it a distance of 167 versts (about 115 miles) in a south-easterly direction to the city of Koustanaï, and from the city of Orsk in a westerly direction, 310 versts (206 miles) to the city of Orenburg. At Orenburg the line will join the existing Orenburg-Taschkent Railway leading into Russian Central Asia.

In addition to the permits granted for the construction of the above-mentioned lines, the company started to survey for a line to continue in a south-easterly direction from Koustanaï till it crosses the projected main line of the South Siberian Railway, which the Russian Government intends shall run parallel to the existing Trans-Siberian Railway main line, and which will pass through the most fertile and productive parts of Southern Siberia.

Besides this line, the company asked the Government for permission to construct a further line connecting the city of Troitzk with the city of Orsk.

The lines which the Government has given permission to the company to construct, and the lines for which surveys are being made, will pass through districts extremely rich in mineral resources—anthracite coal, different kinds of ores, numerous goldfields—and will at

PRESIDENT OF THE TROITZK RAILWAY COMPANY, THE KOKAND-NAMANGAN RAILWAY COMPANY, AND THE KAHETIAN RAILWAY COMPANIES: M. F. A. LIPSKY.

the same time traverse the grain-producing regions as well as steppes eminently suitable for cattle-breeding by the inhabitants.

The line from Tcheliabinsk to Troitzk and the Orenburg line, joining the Siberian main line and the Central Asiatic Railway, would shorten by about 500 versts

to receive from Central Asia cotton, naphtha, salt, and other products.

According to the statutes of the company, which received the Imperial approval in 1910, the Troitzk Railway Company has the right of possession of the railway for a period of eighty-one years dating from the day of the commencement of its exploitation.

The authorised capital of the company for the line from Poletaev to Troitzk was fixed at 6,431,822 roubles, (£680,616), which was made up of R.800,000 (£84,656) share capital, and R.5,631,822 (£595,960) 4½ per cent. bond capital guaranteed by the Government; and for the line from Troitzk to Koustanaï at R.10,138,000 (£1,072,803), of which R.857,000 (£90,687) is share capital, and the remaining R.9,281,000 (£982,116) 4½ per cent. guaranteed bond capital.

The company commenced the construction of the first line on Sept. 15-28, 1910, and, in spite of the shortness of the time allowed for construction and of numerous obstacles, succeeded in finishing it within the period stipulated by the Government, and on Oct. 1-14, 1912, opened the line for regular traffic.

The opening of the Troitzk Railway line will have considerably more than a local importance, for it will be the commencement of that Great Southern Siberia Main Line which is at present projected, and which will give the best and nearest outlet to St. Petersburg and the Baltic ports for all the traffic of Southern Siberia.

In the event of the permits for the Troitzk Railway to build all the above-mentioned new lines being granted, the authorised capital for the company will amount to 75,939,822 roubles (£8,035,960), of which the share capital will be R.7,604,000 (£804,656) and the guaranteed bond capital R.68,335,822 (£7,231,304).

The yearly turnover of goods carried is calculated to be 112,929,000 poods (1,882,150 tons), and the principal items will be: corn, 47,957,000 poods (799,280 tons); timber, 14,901,000 poods (248,350 tons); hay, 5,413,000 poods (90,216 tons); dead meat and fats, 1,904,000 poods (31,733 tons); living cattle, 7,029,000 poods (117,150 tons); coal, 6,700,000 poods (111,666 tons); naphtha products, 1,290,000 poods (21,500 tons); wood fuel, 5,560,000 poods (92,666 tons); and other goods, 22,175,000 poods (369,589 tons). These figures indicate the scope of operations in prospect for railway enterprise in this part of the world.



THE OPENING OF THE TROITZK RAILWAY LINE TO TRAFFIC.
THE FIRST TRAIN.

(335 miles) the distance between Siberia and Central Asia, and would considerably cheapen the transport of goods, increasing to a great extent the interchange of goods between these districts, which produce entirely different commodities. Siberia would be enabled to bring to Central Asia wheat, timber, butter, and in return



ON THE TROITZK LINE: THE RAILWAY STATION
IN THE CITY OF TROITZK.



INSPECTING THE WORK ON THE TROITZK LINE:
M. SOUHOMLINOFF, VICE-HETMAN OF THE ORENBURG
COSSACKS.



TROITZK, IN THE ORENBURG GOVERNMENT:
A VIEW OF THE CITY.

DEVELOPING FERGANA: THE KOKAND-NAMANGAN RAILWAY.



TO ILLUSTRATE THE POSITION OF THE NEW LINES: A MAP SHOWING THE KOKAND-NAMANGAN DISTRICT AND ITS SURROUNDINGS.

ALEXANDER THE GREAT invaded Sogdiana, of which the modern Fergana is a part: that was in lust of conquest. Now comes another, a peaceful invasion of Fergana—an enterprise certain to be of decided value. The district is one of the richest owned by Russia in Central Asia, and is a notable consumer of corn and other essentially Russian produce. At least fifty per cent. of its requirements could be supplied from national sources, and there is no reason why this should not be done and the demand increased. As to the other side of the question—the exports—that is of paramount importance. The soil of the Fergana district is excellent, for example, for the growing of cotton—will yield it in abundance. Yet, in the past, the great difficulties and heavy expenses of transport have prevented proper exploitation, with the result that there remain great tracts of land which are lying fallow simply and solely for lack of efficient, economical means of communication.

Such things obviously should not be. The remedy is in the making. To serve the needs of the people both as buyers of goods and as sellers, to encourage that colonisation which is so important an imperial task in Central Asia, the Kokand-Namangan Railway was planned, in April 1910. The company directing this bound themselves to construct a line from the town of Kokand—capital of Fergana and formerly an independent Khanate—on the Central Asian Railway, to the town of Namangan, 87 versts north-east of Kokand. The founder of the company is M. A. N. Kovalevsky, the engineer. Its offices are in St. Petersburg. According to the imperial regulations, it will rule the enterprise for a period of eighty-one years from the date of the opening of the line for general use. The original capital was fixed at 4,600,000 roubles, made up of 800,000 roubles ordinary shares and 3,800,000 roubles of $\frac{1}{4}$ per cent. stock guaranteed by the Government. The railway inaugurated its services at the beginning of this year.

By way of addition, the company determined to build a line from Namangan to Djalal Abad, to the west of Andijan Station, with branch lines from Andijan to Kokan-Kishalka and the village of Tchinnabad—a distance of 221 versts. For this, of course, fresh capital was required to the extent of 15,135,135 roubles, made up of

1,173,500 roubles ordinary shares and 13,961,635 roubles $\frac{1}{4}$ per cent. stock guaranteed by the Government. Thus, it will be seen that the total capital of the Kokand-Namangan Railway is 19,735,135 roubles 1,973,500 roubles



DIRECTOR OF THE KOKAND-NAMANGAN RAILWAY: M. L. L. YESSEN.

ordinary shares, and 17,761,635 roubles $\frac{1}{4}$ per cent. stock guaranteed by the Government.

With all the lines, the Kokand-Namangan Railway will run through the best, the most fertile part of the Fergana district. The cultivation of cotton in the neighbourhood of the

railway should receive a tremendous impetus; and the carriage of cotton from Fergana and thereabouts to Central Russia, with the carriage of corn and other produce to Fergana, should do much to hasten development and give the people the commercial position Nature evidently intended them to hold. It is expected that the annual freight turn-over will be 36,936,000 poods; the chief items of this, it is estimated, will be: corn, 9,120,000 poods; cotton-seed, 1,665,000 poods; cotton-oil, 1,308,000 poods; cotton oil-cake, 2,460,000 poods; rice, 1,240,000 poods; cotton, 6,500,000 poods; wood-freight, 1,150,000 poods; wood, 980,000 poods; petroleum, 2,195,000 poods; live cattle, 1,480,000 poods; other articles, 8,838,000 poods.

It seems almost unnecessary to labour the point that such organisations as these new lines must be of the first value to the community. It is a sign of the times, of the general expansion, that they should grow and multiply—and replenish the earth. As the "Russian Year-Book" shows, over half the total construction in Russia—excluding Finland—has been carried out during the last twenty years, and over a third of the whole between 1897 and 1907. Progress has been remarkable. Witness some figures, given on the same authority. In 1838, the total length of railway line in Russia was 17 miles—from St. Petersburg to Tsarkoe Selo, the present winter residence of the Emperor, and Pavlovsk. In 1838-47 there were 229 miles; in 1847-57, 728 miles; in 1857-67, 3109 miles; in 1867-77, 13,023 miles; in 1877-87, 17,433 miles; in 1887-97, 26,515 miles; and in 1897-1907, 41,211 miles. Of the last total, 34,467 miles are in Russia in Europe, and 6744 miles in Russia in Asia. A very short while ago, Fergana—whose position has now been so much improved—had but 79 miles of line to each 100,000 inhabitants, to the 21.2 to each 100,000 in Trans-Caucasia, to the 46.8 of Siberia, the 16.6 of the Governments of the Vistula, the 68.7 of Finland, the 36.1 of Russia in Asia, and the 25.8 of Russia in Europe. Russia holds third place amongst the nations with regard to actual length of railways, but is last of them if the areas of the respective countries are considered. This is what such companies as the Kokand-Namangan are remedying.



THE OPENING OF THE KOKAND-NAMANGAN RAILWAY TO TRAFFIC AT THE BEGINNING OF 1913: THE FIRST TRAIN.

A VITAL LINE: THE KAHETIAN RAILWAY.



VERY much as arteries are to a man, railways are to a country. Without good arterial service man becomes degenerate, a weakling in mind and body; without good railway service a country dwindles and is undeveloped. Hence the paramount, the vital, importance of communication to every nation and with every nation; hence many an enterprise. Take a case in point.

Kahetia is a part of one of the most fertile districts in the Lieutenantcy of Caucasus. Its rich soil and pleasant climate make both possible and profitable the production of wine, silk, tobacco, fruit, and other valuable commodities in considerable quantities. So it became a purveyor in general not only to Tiflis, the capital of Caucasus, but to various spheres in Trans-Caucasia and Russia. Then there was opened the Trans-Caucasian Railway, which passed Kahetia by on the other side, and at the same time brought rival centres into the keenest competition with it. The place, indeed, found only too speedily that, in face of the great difference between the cost of transit by road and that of carriage by rail—in favour of the latter—it could not but see a proportion of its commerce pass into the hands of traders in those southern districts of the Caucasus which are linked to Tiflis by the railway, and are, therefore, as able as they are willing to supply it with provisions and other wares at rates cheaper than can be afforded at the moment by Kahetia.

This state of things will not endure for long. Immediately after the sanctioning of the Trans-Caucasian Railway petitions were made for the uniting of Kahetia

with the Tiflis Railway, or with one of the Trans-Caucasian Railway's stations adjoining Tiflis. In other words, it was recognised that the district—rich in oil-wells, renowned, amongst other things, for vineyards supplying all Russia with the famous Kahetian wine—should be exploited more than has been possible in the past owing to the lack, already mentioned, of cheap means of transport. And, as a natural sequel, there came into being the project for the Kahetian Railway, a proposal to build a line from the station of Navtlug, on the Trans-Caucasian Railway, to the town of Telav, the capital of Kahetia, until the end of the eighteenth century—a distance of some 174 versts. Thus, it was decided, should Kahetia be put in direct, quick, cheap railway communication with Tiflis, its great market, with many another town of Caucasus, and with the ports of the Black Sea.

The originators of the idea were Prince D. E. Tchelo-kaeff and MM. I. Z. Andronnikoff and G. P. Tumanoff. The headquarters of the company are in St. Petersburg; and, according to the duly ratified Imperial regulations, it governs the enterprise for eighty-one years from the day the line is first used for regular traffic. The original capital of the concern consists of 15,030,000 roubles, made up of 1,800,000 roubles represented by Ordinary shares, and 13,230,000 roubles of 4½ per cent. Stock, guaranteed by the Russian Government. The railway is now under construction, and it is anticipated that the opening will take place on May 15, 1915. It is expected that it will transport yearly 15,252,000 poods; the chief items of which will be: wine, 3,625,000 poods; grain, 2,061,000

poods; wood, 3,150,000 poods; fruits and vegetables, 850,000 poods; meat, 425,000 poods; and other articles, 5,141,000 poods.

It is abundantly evident that the line will fill a want. Traders, assuredly, will welcome it as widening their markets, circulating their produce to districts hitherto little touched or reached with difficulty and at too great an expense. The traveller, too, will give it welcome. Telav itself was founded in 893, and is of decided interest.

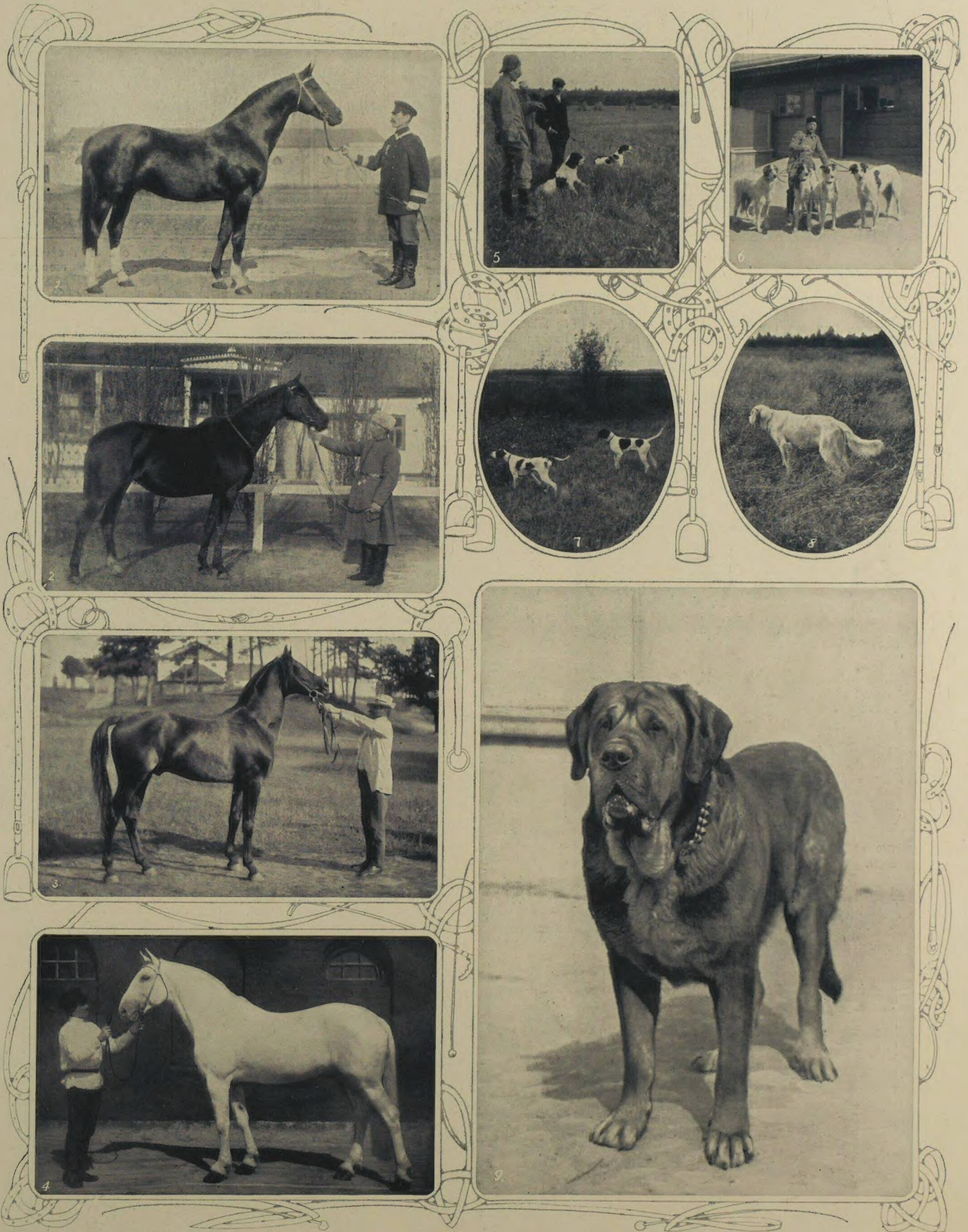
As to Tiflis, what could not be said of it? It is the chief commercial city in Caucasus, on the main route between Russia and Persia, and it is the capital both of the Government of Tiflis and of the Lieutenantcy of Caucasus. The village on the spot—Tpilisi, or "Warm Waters"—was the capital of Georgia as far back as 455, under the rule of Vakhtang Guroslau, the Christian King. For centuries it remained a very fortress of the Cross in the East. Persians coveted it and fought for it. Moslems in general invaded it. It was taken and retaken, and held for years by conquerors. In 1724 the Turks entered it, and this, especially, encouraged raids by the Lezghins. Then, more particularly after the Persians had been victorious in 1795, Russia thought it well to intervene. She has had a garrison there since 1799, and Georgia has long been incorporated with her by special treaty of union. The trade of the city is excellent and increasing. The linking up of Kahetia cannot but benefit it as it will benefit Kahetia. Many will watch the new enterprise keenly, certain that it will bear fruit both tempting and profitable.



THE OPENING UP OF KAHETIA BY RAILWAY: A MAP ILLUSTRATING THE POSITION OF THE NEW TIFLIS-TELAV LINE.

THE HORSE AND THE DOG IN RUSSIA: SPECIMENS OF FINE BREEDS.

PHOTOGRAPHS BY SUROFF, ETC.



1. OF THE ORLOFF BREED: THE STALLION PHOENIX.

2. OWNED BY THE GRAND DUKE DMITRI CONSTANTINOVITCH: THE MARE BOYASN.

3. OF THE ORLOFF BREED: THE STALLION TULUMBASCH.

4. OF THE ORLOFF BREED: THE STALLION LOVTSKY.

5. A POINTER AND A SETTER.

6. BORZOIS.

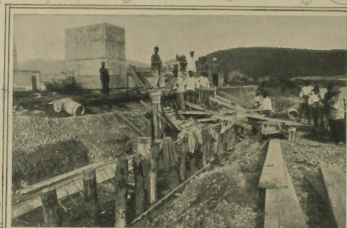
7. POINTERS.

8. A SETTER.

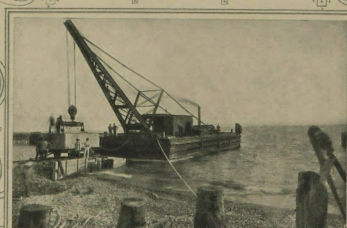
9. OF A RACE WELL KNOWN IN THE SIXTEENTH CENTURY: THE BEAR-HOUND CÆSAR.

Caesar, which belongs to Mr. V. P. Priklovski, is of that famous breed of bear-hounds which was well known in Russia as far back as the sixteenth century, at which period they were used for pulling down bears. The race is now, unfortunately, almost extinct: only a very few specimens remain, some in the Imperial kennels at Gatshina, near St Petersburg, and others in private kennels belonging to amateur fanciers.

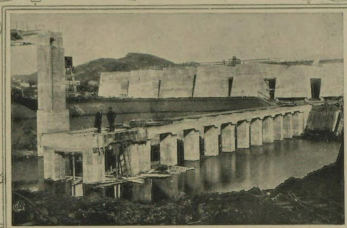
A VALUABLE LINE AND ITS ATTENDANT COMMERCIAL PORT: THE ARMAVIR-TUAPSE RAILWAY.



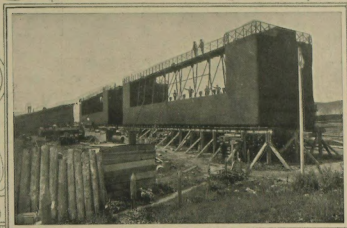
THE MAKING OF THE COMMERCIAL PORT AT TUAPSE: CONSTRUCTING THE CONCRETE WALL IN THE CHANNEL.



THE MAKING OF TUAPSE PORT, ONE OF THE BIGGEST ON THE BLACK SEA; LAYING DOWN BLOCKS TO PROTECT THE CHANNEL.



THE MAKING OF TUAPSE PORT: A STOCKADE IN THE BASIN, FOR LOWERING THE FERRO-CONCRETE CAISSONS INTO THE WATER.



THE MAKING OF THE COMMERCIAL PORT AT TUAPSE: PONTOONS FOR LOWERING THE CAISSONS INTO THE WATER.

THE Armar-Tuapse Railway, starting from the village of Blagodarnoye, in the government of Stavropol, traverses the town of Stavropol, intersects the Vladikavkaz Railway, forming a junction with the latter near the station of Armar, passes through the Kuban region, and terminates

are the following branches: (1) From the station of Petrovskoye to the village of Divnoye, a length of 83 kilometres; (2) A junction line with the Vladikavkaz Railway in the town of Stavropol, 6 kilometres; (3) From the station of Kurgannaya to the Stanitsa Labinskaya, 34 kilometres; and (4) From the station of Belorechenskaya to the town of Maikop, 23 kilometres. The aggregate mileage of the railway, with branches, is 663 kilometres.

That part of the railway which runs from the station of Blagodarnoye to that of Ganja (410 kilometres) represents a plain in character, with the exception of a few portions in the vicinity of the town of Stavropol; over this distance the railway intercepts the following big rivers: (1) Kuban (bridge with a span of 160 metres); (2) Laba (bridge with a span of 224 metres); (3) Belaya (span of 150 metres); and (4) Pshecha (bridge with a span of 120 metres).

The other part of the railway, from the station of Ganja to Tuapse (107 kilometres) is hilly in character, and from the technical point of view presents particular interest. Traversing a considerable distance (about 70 kilometres) of the valley of the River Pshish in this section, the railway several times crosses this river by bridges; at the stations of Chad-jenskaya and Navaginskaya, the river winds in such loops that it became necessary to cut into the hill-slopes and pierce them with two tunnels of a length of 977 and 1080 metres; deep ravines are in many places spanned by viaducts built in arches, and alternate with deep cuttings made in the rock. On its remaining length, the line cuts through the main ridge of the Caucasus by means of a high-lying tunnel, of a length of 1300 metres, and on the other side of the ridge winds in a complete loop, on which there are three tunnels of a length of 341, 154, and 967 metres respectively.

For the construction of the above lines it will be necessary to expropriate about 5600 hectares of land, to carry out earthwork to the amount of 21,384,000 cubic metres, and to construct artificial works

involving the use of 324,800 cubic metres of stone and concrete. The cost of construction of the railway is fixed at 51,622,907 roubles.

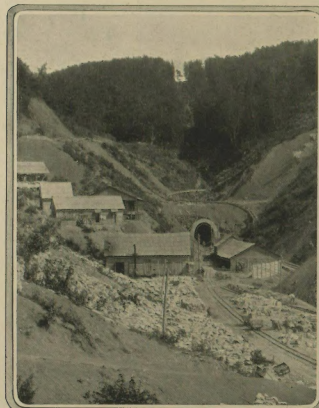
At the present time, on the section Armar-Ganja,

On the section Ganja-Tuapse the road is under construction. Traffic along the line from Armar to Tuapse, and also the entry and discharge of steamers in the port of Tuapse, are anticipated to take place

of Divnoye, work will be begun during the present building season.

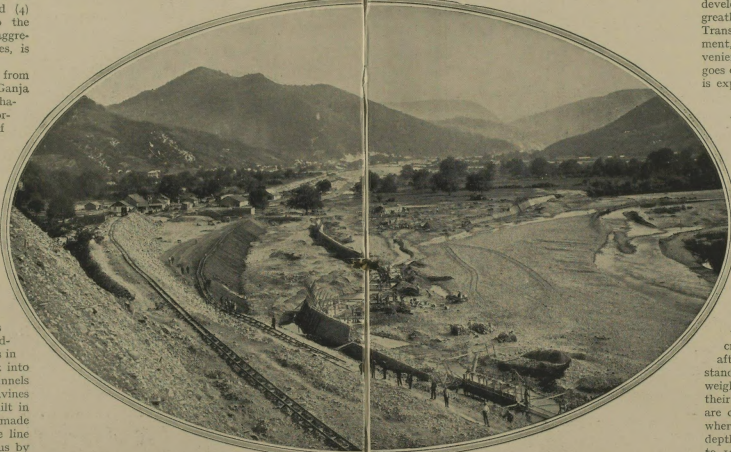
By the construction of the above lines, and the building of a port at Tuapse, the possibility will be afforded of placing on a thoroughly firm footing the development of the traffic on the Black Sea coast, greatly expanding the productiveness of the Trans-Kuban region and the Stavropol government, and, in addition, providing a more convenient and shorter outlet to the sea for the cargoes of nearer Caucasia. The traffic of the railway is expected to reach one and a-half million tons.

warehouses and elevators. It should be mentioned, moreover, that the Port of Tuapse is a non-freezing port, and is quite free from the hurricane wind known as "Bora," which is so frequently observed in the other Black Sea port, Novorossisk. The goods traffic expected in Tuapse is about 900,000 tons. The cost



THE ARMAVIR-TUAPSE RAILWAY: THE ENTRANCE TO THE GOITSHSKI TUNNEL FROM THE TUAPSE SIDE—190TH VERST.

at Tuapse on the Black Sea, where the Armar-Tuapse Railway Company is building a commercial port simultaneously with the railway. The length of the Blagodarnoye-Tuapse line is 517 kilometres. From the main line—Blagodarnoye-Tuapse—there



THE RAILWAY AT WHOSE TERMINATION THE COMPANY THE LINE, THE ARMAVIR-TUAPSE RAILWAY—A VIEW OF WAY IN THE OVERFLOW AREA OF

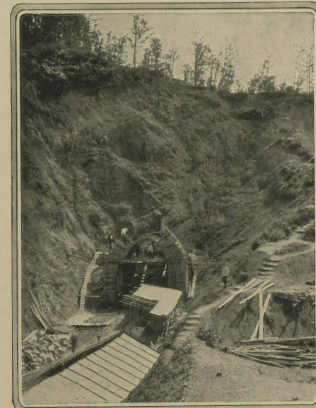
(128 kilometres), and on the branches Belorechenskaya-Maikop and Kurgannaya-Laba, the work is completed, and the road is thrown open temporarily for traffic

IS BUILDING A COMMERCIAL PORT SIMULTANEOUSLY WITH THE WORKS DESIGNED TO STRENGTHEN THE PERMANENT THE RIVER TUAPSINKI—220TH VERST.

towards the end of the present year, 1913. On the section Blagodarnoye-Armar and the branch from the station of Petrovskoye of this line to the village

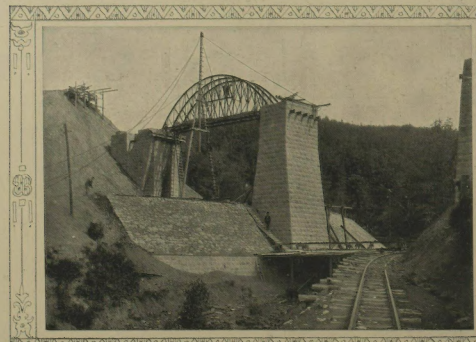
THE COMMERCIAL PORT AT TUAPSE.

The port at Tuapse will, in respect of the extent of its water area (1,411,000 square metres), be one of the biggest in the Black Sea, equalling Odessa. The system of protective structures adopted for forming this harbour basin incorporates the very latest achievements of technical science. The whole of these structures—that is, the jetty and breakwater—consist of separate giant masses attaining up to 25 metres in length, about 9 metres in width, and 8 metres in height, and weighing, with their concrete filling, up to 3150 tons each. Owing to this very great weight, rough weather has no effect whatever on these blocks, which are made of ferro-concrete caissons put together on the shore and afterwards lowered into the water. Notwithstanding the fact that when empty these caissons weigh up to 730 tons each, they are owing to their dimensions, capable of floating freely, and are conveyed on the water to the required spot, where they are sunk and filled with concrete. The depth of the port will, by dredging, be increased to 10 metres, which will enable it to accommodate ocean-going steamers and the very biggest vessels navigating the Black Sea. The port will be equipped with the necessary wharf and landing accommodation and appliances; and at the mouth of the river Tuapsinki a big port territory (about 500,000 square metres) will be formed, sufficient for laying down the necessary railway lines and erecting

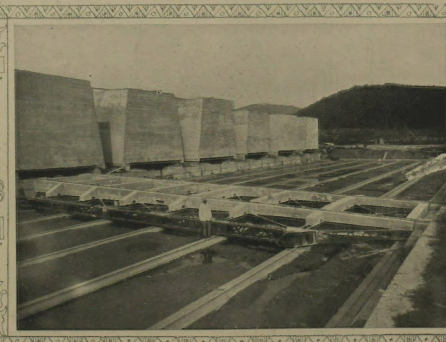


THE ARMAVIR-TUAPSE RAILWAY: THE ENTRANCE TO THE GALLERY AT THE CENTRAL LOOP TUNNEL—198TH VERST.

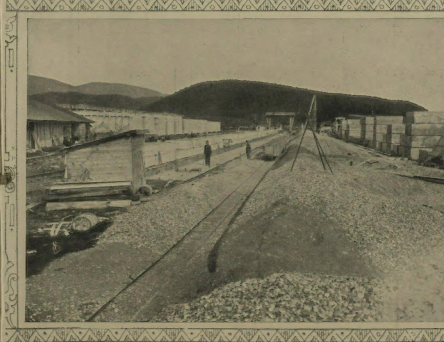
of constructing the port is 4,450,000 roubles. At a very early date it is proposed to provide the port with elevators for discharging grain, of an aggregate capacity of 80,000 tons, and also a series of appliances for the mechanical transfer of large and heavy loads.



THE ARMAVIR-TUAPSE RAILWAY: AN IMPORTANT VIADUCT OVER THE RIVER ELIK UNDER CONSTRUCTION—165TH VERST.



THE COMMERCIAL PORT AT TUAPSE: CARRIAGE NO. 2 FOR THE TRANSVERSE CONVEYANCE OF CAISSONS WITH FERRO-CONCRETE SUPERSTRUCTURE.



THE COMMERCIAL PORT OF TUAPSE: PLANT FOR THE CONSTRUCTION OF SMALL PROTECTIVE BLOCKS FOR THE NEW HARBOUR.



THE ARMAVIR-TUAPSE RAILWAY: EMERGING FROM THE LOOP ON THE TUAPSE SIDE THROUGH A BIG LOOP TUNNEL—191TH VERST.

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BALANCE SHEET

30TH APRIL, 1913.

LIABILITIES.				ASSETS.			
		£	£				£
Capital:				Cash at Bankers, in hand and at Call	344,504
Authorised	1,500,000			Investments .. .. .	..	..	1,960,453
Issued and Fully-paid		1,200,000		Loans to Customers, etc. .. .. .	..	..	1,220,245
Current, Deposit and other Accounts		2,471,763		Bills Discounted .. .. .	..	..	352,616
Acceptances per contra		192,459		Acceptances per contra .. .. .	..	..	192,459
Bills Payable		89,155					
Profit and Loss		116,900					
			£4,070,277				£4,070,277

Deposit Accounts.

Bills Discounted.

Current Accounts.

Foreign Exchange.

Commercial Credits Opened.

Coupons Collected.

Every description of British and Foreign banking business transacted.